

JANUARY, 1903

VOL. 2

NO. 3.

K.C.S. CURRENT EVENTS

ALONG THE LINE
OF THE



K.C.S.
"STRAIGHT AS
THE CROW FLIES"
TO THE GULF

KANSAS CITY SOUTHERN RY.

AN
AGRICULTURAL
AND
INDUSTRIAL
MAGAZINE.

S. G. WARNER,
GEN'L PASS. & TICKET AGT.



PUBLISHED BY
THE GENERAL
PASSENGER
DEPARTMENT
OF THE
KANSAS CITY
SOUTHERN
RAILWAY.

F. E. ROESLER,
TRAV. PASS &
IMMIGRATION AGT

KANSAS CITY
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When Writing to Advertisers Please Mention Current Events.

CURRENT EVENTS

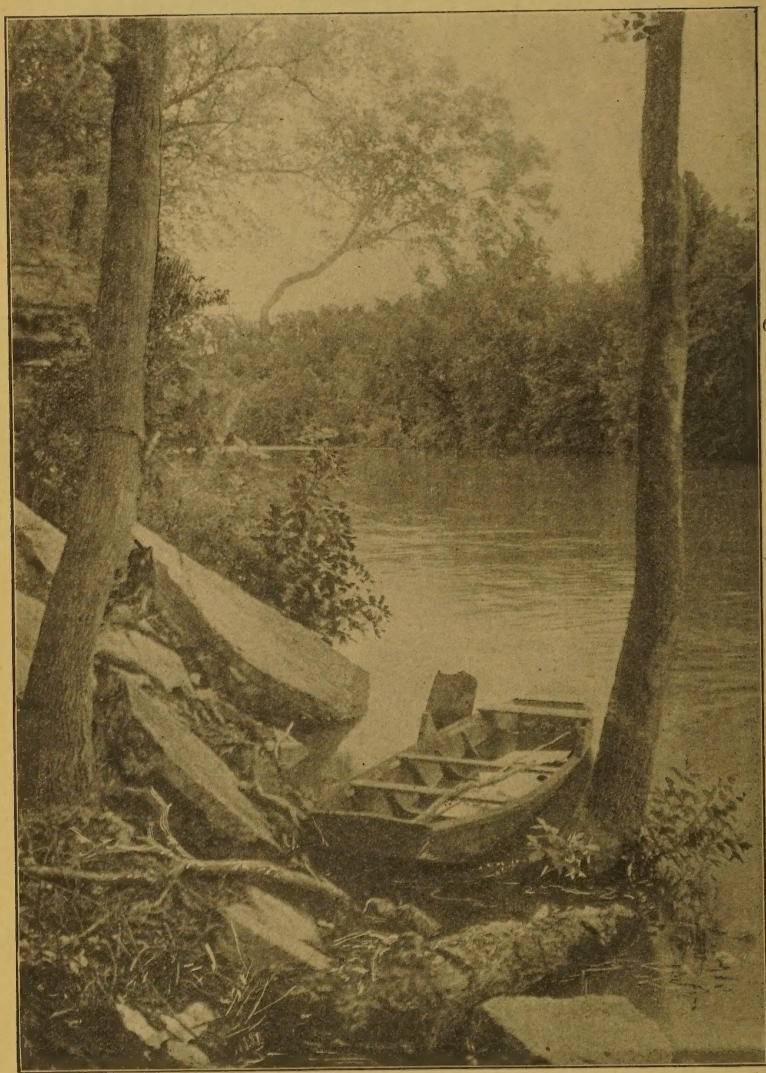
JANUARY 1, 1903

VOLUME TWO

NUMBER THREE

INDEX:

The Cost of Planting a Commercial Orchard, - - -	73
A Transaction in Cattle— <i>F. E. Roesler</i> , - - -	76
Looking for a Farm? - - -	79
Col. Sterrett Catches a Tarpon, -	84
Mining Sulphur in Louisiana, -	87
Food Fishes on the Gulf Coast,	87
Pearl Fishing in Arkansas, - - -	88
A Historical Sketch of the Choctaw Indians, - - -	89
K. C. S. Winter Resorts, - - -	91
The Story of a Rice Canal, -	93
Sevier County, Arkansas, - - -	97
Irrigation of the Orchard and Garden, - - -	98
Texarkana, Arkansas-Texas, -	100
Industrial Notes, - - -	103



AT LANAGAN, MISSOURI.



PEACH SEASON AT SILOAM SPRINGS, ARK.

The Cost of Planting a Commercial Orchard.

The value of a commercial orchard depends very much upon its location. It must be convenient to a railroad station over good roads. It must not be isolated, but must be where there are a sufficient number of orchards to enable the fruitgrowers to ship in carload lots, and to produce sufficient fruit to maintain evaporators and canneries. Furthermore, the orchard must be so situated as to be within easy reach of good markets. The term "easy reach" is not necessarily expressed in railway mileage; it means rather the presence of ample facilities, in the way of train service, packing facilities and the rapid transportation of perishable commodities from one point to another; also the proper organization to handle and sell the crop, for there is a great difference in selling fruit on the trees or on the track for cash, or in sending it away in small lots on consignment.

These conveniences, of course, are worth a good many hard dollars to the owner of an orchard, and it is therefore quite natural that some of these values will be found in the prices asked for lands suitable for

fruit growing. Lands, unimproved, within six miles of fruit shipping centers, vary in price from \$10 per acre to \$60 per acre, depending upon the magnitude of the fruit industry and incidental facilities for handling fruit. If the surrounding country is densely settled higher prices will naturally obtain. The orchards vary in area from ten acres to 180 acres, and if in bearing condition are readily sold at prices varying from \$100 to \$200 per acre. The values of the crop vary with the age of the orchard. A forty acre tract in very early apples will yield a gross annual revenue of \$4,000, the older trees yielding from \$150 to \$200 per acre. In northern Missouri the value is about \$3,000 from a forty acre tract, at Siloam Springs, Ark., \$2,800 to \$3,000; which latter figure may be taken as a fair average value. The preferred varieties are the Ben Davis, Jonathan, Gano, Grimes, Golden Mammoth, Black Twig, Arkansas Black, Champion and York.

Forty acres in peaches yield a gross revenue of \$4,000, at most fruit centers, running as high as \$5,000 in

southern Arkansas and Texas. In north Arkansas and Missouri the value is about \$3,500. The Elberta, Mountain Rose, Poole's Favorite, Heath, Champion and Mamie Ross are the preferred market varieties.

As stated, the cost of forty acres of unimproved fruit land will vary from \$200 to \$2,000. The cost of fencing is variously estimated at \$120 to \$150 for a forty acre lot. A post and hog wire fence, 320 rods at 40 cents, will cost \$128. The grubbing and clearing of the land will cost from \$5 to \$7 per acre, amounting in all to \$240. This item of expense varies greatly, being unnecessary on some lands, and on others the timber pays all the costs of clearing. It is generally estimated at \$5 per acre where the timber cannot be profitably disposed of.

The number of peach trees usually set out on a forty acre tract vary from 4,500 to 6,400, costing from \$300 to \$448. The cost of the trees is, of course, governed by the variety and demand. In most localities, peach orchards bear some fruit in the second year and yield revenue. In apple orchards the trees are planted further apart, from 1,800 to

2,000 ordinarily being deemed sufficient for forty acres. The trees vary in price from 7 to 10 cents each, according to varieties and location. The cost for forty acres would be between \$180 and \$250. The cost of plowing will be about \$80; the cost of planting the trees about 5 cents each, or \$100 for the forty acres. The orchard should be cultivated for three years after planting, which would cost about \$320. The cost of the implements and live stock would be, two horses \$200, plows \$50, one wagon \$50, gear, etc., \$200; total, \$500.

Summing up, a well managed orchard, carried from the planting to the shipping of the fruit, say four years, would cost, approximately, as follows:

Forty acres of fruit land, average value \$15	\$ 600
Fencing forty acres, posts and wire.....	130
Grubbing and clearing at \$6 per acre	240
Trees for forty acres, apples \$250 peaches \$400, average.....	350
Plowing forty acres \$80, planting trees \$100.....	180
Cultivating orchard, three years	320
Horses, implements, etc.....	500
Total.....	\$2,320



MARKETING PEACHES, SALLISAW, I. T.

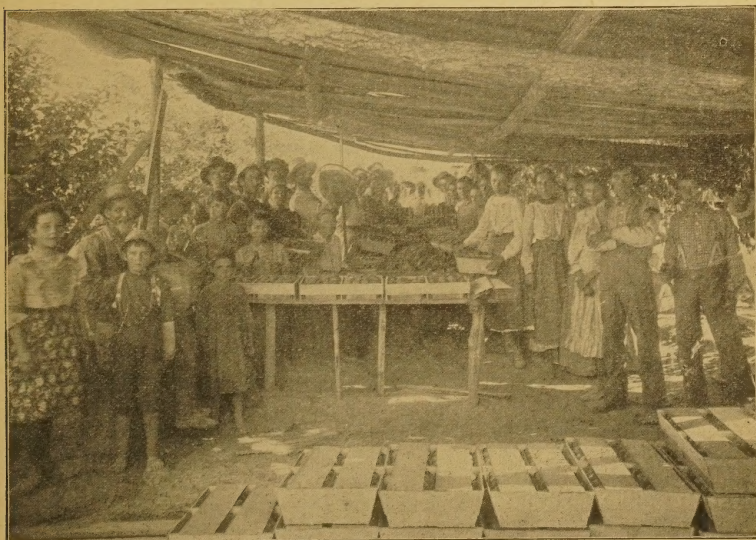


PICKING BLACKBERRIES, DE QUEEN, ARK.

It should be stated in this connection that all orchards can be cultivated in other crops for two years, and that these crops would pay for the cultivation the orchard gets. In most places the timber cleared off pays for the grubbing, and often the fencing. The implements and live stock used are good for all other operations of the farm and should

not be entirely charged to the orchard.

The country suitable for fruit-growing is also well adapted to commercial truckgrowing, poultry raising, the raising of fine live stock and all operations incidental to general farming. Wheat, corn, small grain, cotton, forage plants, are profitably grown in nearly all localities where fruit is grown in a commercial way.



PACKING PEACHES AT GENTRY, ARK.

A Transaction in Cattle.

It was after banking hours when the president stepped into the little back office and remarked that MacPherson was in town and had just deposited \$40,000. All of us either knew MacPherson or had heard of him. He is fairly well described as a lank, cadaverous looking Scotchman, with long whiskers and a burr in his vernacular that shook the rafters. It did not happen every day that \$40,000 was deposited in the Midland Bank, and the depositor naturally was the subject under discussion. Griscomb, the teller, made Mac's acquaintance almost immediately on his arrival in Western Texas, ten years previously. He had come well provided with money, but did not hold it long. He fell into the hands of the Philistines, that is to say, he was prevailed upon to buy six square miles at five dollars per acre, and three thousand sheep at four dollars per head, when he could have had the land for fifty cents and the sheep for less than one dollar each. Instead of Merino sheep he purchased measly Mexicans that produced no wool worth mentioning and would not even make good mutton. He had paid half cash and executed his note for the remainder and in two years the original vendor had the sheep and the ranch and a judgment on file against Mac.

It is said that there are no Jews in Scotland and that the canny Scot can outwit any son of Abraham, but Mac had not heard of the trading propensities of the flock masters of West Texas.

It costs something to learn new things, and Mac paid the price.

A year or so later Griscomb found him behind the hotel counter in El Paso, where he was night clerk. He was so decidedly Scotch that the habits of the hotel managed to have a good deal of quiet fun at his expense. By common consent he was addressed by any Scotch name except his own when introduced, and for more than a month they kept him busy explaining that his name was not MacDougal, MacNabb, MacGraw, Mac-Intosh. MacNish or forty other Mac's, but that it was MacPherson, properly pronounced MacPhareson.

After a time he disappeared and when heard of again, he was the president of an agricultural college in the Pecos Valley. The faculty consisted of himself, a dissolute young Englishman and two farm hands. Mac had managed to talk a local town company out of a bonus of \$1,000 and had leased a half section of irrigated land on which he conducted his famous college. Mac believed in advertising and for a time kept the British rural papers full of advertisements concerning the great educational institution situated on the banks of the Rio Pecos. The dissolute and poetical Englishman wrote the advertisements, and while literary liars galore have drunk Pecos river water, none have equaled in their efforts the effusions of the professor of literature of the Pecos Agricultural College.

Judicious advertising always counts and before a year had expired some fifty young Englishmen had paid MacPherson two hundred pounds each for the privilege of dining on bacon and cornbread, and broiling and sweating under a hot sun to produce crops for the sole benefit of Professor MacPherson & Co. It required about three years' time for the solemn fact to soak into the heads of these young Englishmen, that they could have learned as much as they did about farming and have earned \$20 per month and board while doing it. The college became very stale about the end of the third year, and so Mac sold out to three of his students and engaged in the business of raising cattle.

Now Mac didn't lose anything in this college enterprise. He sold to his students some twenty or thirty farms at three and four prices, and when he quit he was away ahead of the game. Most of his graduates went back to England about as wise in agricultural lore as they came, but they had acquired some experience nevertheless, and they certainly had a wonderfully good time. Most of the students had plenty of money, and they spent it in good style. Wild cat hunts on horseback, regattas on the lake, big dinners at the hotel in town, horse races, tandem buggy races, were the order of the day, and of good wine and whiskey there was an abundance. There was hardly an irrigation ditch, over which there was a bridge, in which some gaudily attired young Englishman had not taken an involuntary bath, and even the good bishop who came from Manchester to look after the spiritual needs of some of the young men, was spilled into the Pecos River, when crossing it with one of the students. Mac has done well in the cattle business—hello! here comes Slawson, his foreman, who can tell us something new.

Slawson, upon being hailed, crossed the street and joined the party in the office. It was soon ascertained from him that MacPherson had sold his cattle and land leases to the Rt. Hon. Earl of Whackemup of England, the consideration being \$40,000 cash and the Earl's obligation for \$50,000 more. Mac was to be manager of the Earl's ranch at a salary of \$5,000 per year for five years. Slawson considered it an extraordinarily favorable bargain for MacPherson, as he could figure out nothing better than \$30,000 for the entire ranch. How the trade was carried through to a successful conclusion can best be told in Slawson's own words:

The Earl had heard, at his club in London, or somewhere else, that there was big money in cattle in Texas. How he got Mac's address and how long he corresponded with him, I don't know. About two weeks ago we were instructed to get ready for a visit from the Earl of Whackemup, and in due time he came, bringing sundry thousands of pounds, shillings and pence with him as was expected. Of course we had to entertain him in good style, and we did it. The commissary stores at the ranch were greatly increased, in fact, we bought nearly everything in sight at Arroya and brought it to the ranch seventy miles away. Of fine cigars, good whiskey and wine there was galore, the Earl's room was papered and carpeted and filled up with brand new furniture, and the same was done for the dining room and the office. Our nigger cook got a brand new suit of clothes, which he had to wear while cooking, and a nigger waiter was brought from the hotel at Abilene. He was a gaudy coon, wearing a biled shirt and swallowtailed coat. The boys were just aching to drop him in the horse-pond and give him a roll on the wagon road, but they didn't dare. Everything was in good shape for the reception except a caddie of butter, which had been forgotten or dropped off the wagon.

The Earl reached Arroya Station Friday morning, week ago, and some twenty of us went in on horseback and conducted him and Mac to the ranch, where we arrived at sundown. We had ridden like old Harry, but we made the seventy miles before bed time. The Earl was duly impressed with the magnitude of the MacPherson ranch, beyond doubt.

At breakfast it was discovered that there was no butter on the ranch. Bacon grease is good enough for anybody, except an Earl, on the range, and Mac swore like a pirate when he learned of it. After several mysterious consultations it was decided that some must be churned at once. An improvised creamery, not exactly up to date was immediately opened up for business. The Earl, who had slept late, just came out, when twelve or fifteen old ranch cows, with two-year-old calves following them, were

rounded up and driven to ranch headquarters. They were half wild and unruly. Some ten or fifteen milkmaids, attired in leather leggings, slouched hats and spurs, after more or less excitement, finally got to work. The old cows, unfamiliar with the process of being milked, except by a calf, kicked up high jinks. In order to hold them steady, one man had to get a good grip on the tail; two more anchored themselves to the horns while another fought off the calf; another held on to a rope while the last one, with considerable effort and much profanity, extracted a quart of milk such as it was. All of the cows went through the same experience, struggling more or less and each was started on her return journey to the pasture with a vigorous kick administered by one or the other of the milkmaids. Lunch was over long before the last cow had been milked.

About noon it was concluded that the milk was about ready for churning. A modern cream separator was considered a luxury that could well be dispensed with, considering that there was not one within 500 miles of the ranch. The churn was nothing more or less than an old goat skin which had been pulled off the animal entire, and had been used by old Jose as a water bag when he had to make a dry camp. The several openings had been securely tied up, and a thirty-foot riata had been securely fastened to the goat skin after some two gallons or more of milk had been poured into it. Tom Ryan was elected to do the churning. He securely tied the end of the riata to the pommel of his saddle, jumped on his broncho and started off at a lively canter. The milk bag only hit the ground in high places, but was being well churned while in motion. At the turn of the road, the milk-bag got caught in a mesquite bush and it stopped temporarily, allowing the riata to stretch to its full tension. A mesquite limb is wonderfully elastic; when it let go Tom Ryan got the milk bag in the neck. An hour afterwards the riderless horse returned with the churn and some time after that the milkmaid also returned and kept the ranch crew busy half the night in picking thorns from him which he gathered in the chaparell bush into which he had fallen.

After all this trouble the Earl concluded that he didn't like butter any way and some of it was used the next day for greasing the grub wagon. The Earl was about the only one who got any fun out of it, but he paid for the treat right handsomely, you bet. O, yes, the Earl had a splendid opportunity to inspect Mac's herd browsing on the hilltop while he stood in the valley and enjoyed the assistance of a mirage in his inspection. Every one in the business knows that a mirage properly handled will put more beef on a steer in five minutes than all the hay and oats the animal could eat in a year. I don't know whether Mac has a conscience or not, but I do know that the Earl had some cash and hasn't got it now. The Earl must have mortgaged his income for several years to get the money to buy the ranch.

* * * * *

Some years after the closing of the transaction above described, it was reported that MacPherson had again purchased the MacPherson ranch, likewise a castle in Scotland. It was also reported that the Earl of Whackemup had recently married the daughter of a rich banker of Boston and had retired to his ancestral estates.

Looking for a Farm?

Traveling for either business or pleasure costs money. This point no one will care to dispute, if he has any experience in the matter at all. To successfully and profitably travel is equivalent to getting the most for your money and there is a way of doing this. If you are in search of a new location, several matters should be considered before the journey is undertaken. The first of these is to determine what you propose to do in the new country, and the next is to ascertain in what localities the conditions are just right for your especial undertaking. Every

man can do some things better than he can others, and with a clear idea of what he wants and a knowledge of where to find it, the money invested in a journey becomes a first-class investment.

If the need of a change of climate makes a change of location desirable, other things being equal, there are numerous locations on the Kansas City Southern Railway, where all the commercial advantage and social comforts of an old settled region can be had. Land values are of necessity higher in such places than they would be where the coun-



NEAR SILOAM SPRINGS, ARKANSAS.

try is thinly settled and many of the comforts are lacking. If good roads, numerous good schools, high schools, churches, good local markets and shipping facilities and the amenities of social life are to be considered as part of the new home, the price paid for the same is very moderate, compared with land values in the well established communities in the older states. The country between Kansas City and Neosho, Mo., affords all the conditions mentioned above.

Most of the lands are highly improved, railway transportation is convenient at all points. Schools, high schools, churches abound; the local industries are well developed, and the towns are well and substantially built. At the northern end of this region is Kansas City, with 225,000 inhabitants; at the south, Joplin, with 25,000, engaged principally in commercial pursuits, lead and zinc mining, and kindred industries; and twenty-five miles north of



ROLLING FORK RIVER, NEAR DE QUEEN, ARK.

this is Pittsburg, Kans., with 16,000 inhabitants, engaged in coal mining, zinc smelting and the manufacture of clay products, and scattered through the region are numerous towns and villages, varying in population from 1,000 to 5,000. Among the smaller towns on the line are Lisle, Drexel, Merwin, Amsterdam, Amoret, Hume, Stotesbury, Richards, Asbury, Anderson, Goodman and Noel. Corn, wheat, flax, small grain, hay and fruits are the principal crops grown, but fine cattle, horses, mules, fat hogs, dairy products, poultry and eggs, and local produce are a very important source of income. Lands, more or less improved, range in price from \$25.00 to \$100 per acre. The real estate agents and local banks in the towns mentioned can give any desired information.

People desirous of making a specialty of commercial fruit growing, trucking, poultry raising, the raising of fine live stock, have a large territory in which to make their selections. In recommending this country as more especially adapted to fruits, it is intended to say that commercial fruits do better here than elsewhere, but that the country in general is as well adapted

to general agricultural pursuits as is any other region, the only difference being that some things (fruit growing) can be more successfully done here than elsewhere, this one feature being a kind of a bonus added to the other resources of the country. In commercial trucking and fruit growing, there is one important consideration that should always be kept in sight.

It is essential under all conditions that enough fruit or truck be produced in a given locality to enable the producers to ship in car load lots. The quantity produced must be sufficient to warrant the buyers to visit the orchards and make their purchases where the fruit or truck is produced. This means the concentration of the growers at certain shipping centers, where a study can be made of needs and condition of the market, and the proper methods of handling, packing and selling orchard products. Where a number of growers, with small orchards or truck patches, reside within easy reach of the railway station, a society is usually formed and the shipping and selling is usually conducted by the officers of the society. A man seeking a location for an orchard or truck farm should make it an object

to settle where the business is already established, unless it be that a new fruit or truck growing colony is formed and he has the assurance that a sufficient number of growers will settle in the neighborhood to warrant shipping in car loads. During the fruit season the K. C. S. Ry. maintains a regular fruit train service. The distance from the railway station and the condition of the country roads has much to do with the successful and profitable handling of fruit. A haul of three miles is about the limit for strawberries; five miles for peaches, plums and commercial truck; seven miles for apples, unless the roads be very good and smooth. Commercial orchards operated by individuals vary in size from 10 to 40 acres, and the neighborhood of the fruit shipping points is generally densely settled, affording fine school facilities, numerous church organizations and good, well built trading towns.

About 3,000 car loads of apples are exported on the line of the K. C. S. Ry., most of which are produced in Benton County, Ark., which locality also produces from 30,000 to 50,000 crates of strawberries, from 15,000 to 30,000 crates of peaches, 25,000 dozen chickens and

90,000 to 100,000 cases of eggs of 30 dozen each. The apple is the predominating fruit in southwest Missouri, northwest Arkansas and in the mountain region between the Missouri line and Arkansas river in western Arkansas. The handling and shipping of this crop is a very important business in the towns of Neosho, Anderson, Goodman, Lanagan, Gravette, Decatur, Gentry and Siloam Springs, though the same places also ship large quantities of peaches, pears, strawberries, plums and grapes. The earlier peaches and fruits mentioned above, are produced in large quantities south of the Arkansas river. Proceeding southward the peach gradually supersedes the apple as predominating fruit. Only the very early varieties of apples do well south of Red River, but the peach seems to yield more plentifully and certainly south of the Arkansas river than north of it. Fort Smith, Mena, Ashdown, Janssen, De Queen, Winthrop, in Arkansas; Rodessa, De Quincey, Leesville, Hornbeck, in Louisiana; Grannis and Ravanna, in Arkansas; Vivian, La.; Texarkana and Bloomburg, Tex.; Poteau, Redland, Sallisaw and Spiro in the Indian Territory, are extensive shipping



HAULING LOGS IN LOUISIANA.



ROLLMAN'S ORCHARD, SILOAM SPRINGS, ARK.

points for peaches, strawberries, blackberries, plums, pears and other fruits.

The commercial truck produced on the line of the K. C. S. Ry. amounts to about 2,000 car loads, consists in the main of Irish potatoes, cabbage, melons, tomatoes, cantaloupes, cucumbers, etc., etc., and is valued at \$400 per car load. Irish potatoes are produced extensively at Spiro, Redland, and Sallisaw, I. T.; Neosho, Mo.; Fort Smith, De Queen, Cove, Ashdown, Ark.; and Atlanta, Tex. De Queen, Cove and Ashdown, Ark., produce great quantities of cantaloupes. Fruits and truck growing societies are established at all the points mentioned and a list of them can be found among the last pages of this book.

The fruit country above mentioned is suitable for all other agricultural purposes and wheat, corn, cotton, live stock, etc., are produced in vast quantity. Experience has demonstrated, however, that commercial fruit and truck yield better financial returns than do crops of

any other kind, and therefore nearly every farm that is within easy reach of a railway station usually has an orchard attached. Lands in this region vary in price from \$1.25 per acre (Government lands) to \$150 per acre (bearing orchards). Unimproved fruit lands within six or seven miles of shipping points can be had ordinarily for \$5.00 to \$10.00 per acre.

Stock raising is usually carried on as part of ordinary farming operations. For high grade corn-fed cattle, horses, mules, hogs, and for dairy cattle, the country between Kansas City and Mena, Ark., is excellently adapted. Where an extensive open range is a consideration, the counties of Benton, Washington, Scott, Crawford, Polk and Sevier, all in Arkansas, offer many attractions. These counties are fairly well grassed, are more or less hilly and timbered to afford shelter during the winter months, and have the best of water in abundance. Grazing lands can be had very cheaply, and live stock of any description can be raised at half the cost that would be

necessary anywhere north of Kansas City. Much of this hilly land is well suited for raising sheep and Angora goats. If temporary pasturage for cattle, horses, or sheep is required, large areas of land will soon be open for lease in the Indian Territory. The best points to visit, if looking for a stock range, would be Neosho, Mo.; Gravette, Gentry, Siloam Springs, Ark.; Stilwell, Sallisaw, Westville, Tahlequah, Spiro and Poteau in the Indian Territory; Mena and De Queen, Ark., at which places local information of value could be had. The U. S. Land Offices at Springfield, Mo.; Harrison, Ark.; Camden, Ark.; and Natchitoches, La., could also furnish information.

In Louisiana, particularly in Sabine, De Soto, Vernon and Calcasieu Parishes, are immense areas of pine lands, which are well suited for raising sheep. These lands, which are principally valuable for the timber on them, could probably be leased for grazing purposes at very low figures. The coast land prairies in Jefferson County, Texas, and Calcasieu Parish, La., also afford good pasturage for range stock, but large

areas of this land are now used for rice and sugar plantations.

The cultivation of rice has developed into a magnificent industry, and nearly half a million acres of land are now devoted to that purpose. Several million dollars have been invested in an elaborate system of canals and rice mills wherever water in quantity is available. Rice lands vary in price from \$25 to \$50 per acre. Some of this land is annually rented for a part of the crop. Of all the branches of field farming it is the most profitable to all concerned. Extensive rice farms have been established at and near Beaumont, Orange, Port Arthur, Nederland, Tex., and Lake Charles, La., all on the K. C. S. Ry.

Of U. S. homestead lands there are still open for settlement in McDonald Co., Mo., some 10,000 acres; in Benton Co., Ark., 40,020 acres; Crawford Co., Ark., 800 acres; Washington Co., Ark., 28,270 acres; Polk Co., Ark., 95,502 acres; Sevier Co., Ark., 18,300 acres; Howard Co., Ark., 59,285 acres; Miller Co., 4,122 acres, and Scott Co. 260,000 acres.



IN THE EARLY SETTLEMENT OF SEVIER COUNTY, ARK.

Col. Sterrett Catches a Tarpon.



"It requires at least a day or two for the newspaper man to raise one thousand dollars for a fishing trip."

Every once in a while a rumor drifts into the office of "Current Events" that Mr. So-and-So has caught a big tarpon at Port Arthur. The last one, filling a half column of the Port Arthur Daily News, states that Mr. E. C. Simmons caught a tarpon, measuring six feet and six inches and weighing 175 pounds, and that he "payed out" 350 yards of line before the fish showed signs of weakening, etc., etc. This is no doubt a good technical description of the method of hauling in a big fish, but is altogether too technical to convey to the average reader a very clear idea of what tarpon fishing really is.

Mr. W. G. Sterrett, Washington correspondent of the Dallas Daily News, did catch a tarpon and describes his experience in full. Part of his article is herewith reproduced with the regrets of the editor that space is so limited that he could not print it entire.

"I received a note from an eminent surgeon at Fort Worth on one occasion, and it read thus:

"Dear Bill: I saw a man this morning from Los Angeles, and he said the fish were biting. Come over tomorrow and let us hurry out there before they quit. Now this surgeon friend is a true fisherman. His note to me shows it. He had no legs to saw off that day. That fact and the further one that the fish were biting several thousand miles away so com-

pletely filled him that he forgot that I was working for a newspaper and that it would hardly be possible for me to walk the distance before the school of fish, which he had heard of, had passed on, or even were I able to walk the trip I would be forced to eat something on the route. It requires at least a day or two for the newspaper man to raise a thousand dollars for a fishing trip. I mention this incident first to throw a light on the character of the fisherman and secondly because as a tarpon fisherman he did more than all other persons or things to make me essay the task of taking one of these fish, and consequently of lowering me in my own estimation. * * * And I resolved to catch a tarpon. * * * Fortunately I secured the services of a life-saver as my boatman. He belonged to the lifesaving station at Galveston, is named Johnny Holmes, and I take pleasure in recommending him to all persons who are either wrecked at sea, hooked up with a tarpon or are in other kinds of distress consequent of foolishly having anything to do with salt water. Johnny went through the Galveston storm in the bottom of a life boat after the life-saving station was washed away. As the members of the life-saving service are laid off in the summer months, he had repaired to Arkansas Pass for that "much needed" rest and employed the time in rowing people around seeking tarpon and rescuing them after the tarpon was found. He hooked a mullet on the hook, cast it over, directed me to let out line, told me when to stop letting it out, bent to his oars and we were out in the playgrounds of the denizens of the Gulf. There were other boats containing other foolish people all about us. They were lucky. Tarpon after tarpon arose in the air, lines were quickly drawn up and the unfortunate who had hooked one was given a chance by the neighboring boats scurrying out of reach. Tarpon after tarpon was dragged up on the beach, measured and then dragged back to his freedom. But I got no strikes for a while. My cheerful spirits came again. I released the death grip I held on my rod. I even let it rest on the stern of the boat. Why, I got so much of my nerve back that my boatman could hear me when I spoke to him. Indeed, I offered advice to

every one and I fancy that I had not been on the fishing grounds more than an hour before I made an impression and had excited deep hatred in every man who had been blessed or cursed, as the case may be, by a strike. I finally got one, just as I was hilariously commenting on the lack of polish in a neighbor in handling his rod.

"What I was about to say was not said. I could distinctly feel my heart fall four inches, and then it felt heavy, as if the fall had hurt it. The reel did not whirr. It just clicked off a few clicks. I made a wild dive with my right hand then for the leather brake, only to jab it in between the spool of the reel and the rod. My luck was great, for the fish, feeling a foreign substance in his mouth, the hook perhaps having pricked him, came out in the air where the resistance to his contortions would be less than in the water, and threw the hook forty feet away. 'You didn't strike him,' said Johnny. An explanation on my part was in order. But I tried to look as if I scorned to make one. The truth was that my voice was dead. Several times I had the same experience. But I was getting in shape, as shown by the fact that I finally arrived at the point where I had strength enough to feebly lift the rod in lazy imitation of striking when the fish struck. Johnny was getting discouraged. The other boatmen were making him look like a pair of deuces, as he remarked. But the delay was good for me. It was making me bold. In fact I was, I felt, just training for the great act. And it came. The reel went click, click, for a few feet as if the fish at the other end was perfectly at ease and was rather willing for anything that came. He did not seize the bait and run like a thief. He took it as if it belonged to him and as if he were willing to fight for it. But I was better poised mentally at that moment than I had been, and I threw my whole strength into one side-sweep with the rod. He telegraphed down the line he was there, and perhaps fearing I might not read the telegram, came out of the water, six feet if an inch, to show me. He came as a six-foot bolt of beaten silver—came shimmering, a ray of light even under an August sun—came the epitome of beauty and rage. And when his native element received him, it received him speeding. The reel did not click or whirr now. It hummed—like a top. 'Put the brake on,' Johnny said. I tried it and bore down with

all my might. 'Catch your left hand on the rod above the reel,' Johnny said. I tried it, but touched the line, and a sear marks the place. Then I got my mad up. I climbed the rod, shinned down the rod, pressed down on the brake, let the reel run at will, braced my feet against the stern of the boat, fell out of the chair, got in it again, prayed, swore, burned up and froze. That message along the line—that message which would tell me what true ecstasy of delight was never came. There was one, to be sure, but it told of true agony. It read thus: 'You have often heard of being up against the real thing? Well, you will understand it now. For this is real.' 'Give him more line,' said Johnny. God knows I was willing. I was never a stingy man. I would have given him all the lines in all the stores in all the world. 'Reel him up now. Take in more line, reel up! reel up!' How simple the words! How easy it would seem from the simple words! And yet there he was now, after having been in the air a half dozen times, tugging like a pair of young mules. I could not have reeled in an inch of line with a well-windlass. Why he was pulling a thousand pounds to the inch—pulling the boat, though Johnny was tugging a little the other way to add weight to his burden. Then he would turn and make a curve. But all the time his direction was outward from the boat. And here it occurred to me that I had at an earlier hour talked too much. Neighbors whom I had twitted took a deep interest in what I was doing. They reciprocated with suggestions. They asked me why I did not reel him up by the boat and get my boatman to stroke his back. They inquired why I didn't make him follow me to shore. Johnny did not



"His eyes got dim and he was dead."

like this. I refused to say anything in reply.

"I do not think it unmanly to make confessions. In fact, I think they show the right kind of heart.

"If Johnny and myself had not been surrounded by interested and ribald neighbors, our or my troubles would have been speedily settled. But as it was, to have cut the line in the presence of these neighbors would have been an act of cowardice which would have forever disgraced me. I could not let the fish, which was now my enemy, have the rod, and then offered as an excuse that my hands had slipped, because the rod and reel did not belong to me. I confessed that this method of escape once suggested itself to me, but I turned it down in contemplation of the price. Unfortunately I had secured a line and hook, and enough wire on the end of the line to furnish a soul for a piano, and I could not hope for any escape by the breaking route. Just as I was despairing, Johnny said: 'Reel up; you must reel up, or a shark will get your fish.' The water's cool draft never came to the parched mouth in the desert as this came to me. Talk of 'a great rock in a weary land' to the traveler! It seemed to be my only hope. Would one come? I would welcome him almost by an embrace. I have read of the horror the sailors have felt when they saw the fins of these monsters cutting the surface of the seas. I have shuddered in reading of how they follow ships that bear the dead. But now I looked about me for a finner; come, and all my disgust and horror for your kind will be turned into a deep affection. Bite a hole in the boat and take a chunk of Johnny's leg, but first cut that tarpon off the

line. But why go on? We got him to the beach at last. Johnny jumped out in water knee deep and dragged him up on it. He was beautiful in all things physical. He was a rainbow lying there upon the sand. Six feet two in length and thirty inches in girth. Did nature ever turn out anything quite so magnificent? He tried his strength. He struck the beach like Thor. His gaspings became longer between times, and his great red gills opened and shut as if in spasms. His cow eyes got dim and dim, and dim, and he was dead.

"And then I went my way—no better for what I had done. I had fought and won and killed. But it was not a fair fight. I packed my few things. I paid Johnny his stipend. I settled my hotel bill and called for pen and paper. And thus I wrote:

STATE OF TEXAS—

County of San Patricio:

"For and in consideration of the great love and respect I bear for men who love to work while under the impression that they are enjoying themselves, I hereby sell, transfer and convey to such class as is hereinbefore mentioned all my right, title and interest to each and every tarpon that may now or hereafter swim in the waters of the Gulf of Mexico or any other waters, guaranteeing under my hand to in no wise interfere with any person who seeks to reduce such tarpon to possession.

"And it is understood in this bill of sale that all title or claim of whatever character that I may be supposed to be possessed of in any tarpon is by these presents wholly abstracted from me. Witness my hand this 25th day of July, 1902. W. G. S."



Round trip homeseekers' tickets at one fare plus \$2.00 and one way colonists' tickets at one-half regular rates are on sale on the first and third Tuesdays of each month during the year 1903 from all territory north of Kansas City, Mo., to stations on the Kansas City Southern Railway.

Mining Sulphur in Louisiana.

Among the several great natural resources of Louisiana which are capable of indefinite development, are oil, salt deposits, vast stretches of merchantable pine lands, rice lands and immense deposits of sulphur. The latter were not get-at-able for some years for the want of proper appliances. The deposits were discovered some fifty years ago and an effort was made to mine them. The beds were overlaid with quicksand of considerable depth and all attempts to sink shafts resulted in failure. Within the last few years a method was finally invented by Mr. Hermann Frath, which made it possible to profitably mine this sulphur. The method is simple and effective. A well is bored and cased from the top of the ground to the sulphur deposit. Tubes, which are connected with a water heating apparatus, are let down inside the casing. Superheated steam is used and is forced with the hot water down one tube into the sulphur, which is melted, and by the aid of compressed air, forced to the surface through another tube, where large tanks are ready to receive it.

The liquid sulphur, which comes from the tubes, is of a light brown color, but within twelve hours hardens into a mass of golden hued matter. This sulphur is over 99 per

cent pure, and is the purest sulphur found in the world. Each well that is bored will yield from \$80,000 to \$100,000 worth of sulphur before it becomes exhausted. There is another well always in readiness and when one well shows signs of exhaustion, the hot water and compressed air tubes are connected with the new well and are at once set to work. There is no cessation of work at the sulphur mines. Day in and day out, Sundays and holidays included, the big pipes pour forth their streams of molten sulphur.

Fuel oil is burned to operate the machinery which does the pumping, and in the boiler house alone thirty huge boilers are constantly under steam. In the yards are immense heaps of sulphur, which are being constantly added to by the daily output and diminished by the trainloads carried away. These mines are a few miles from Sulphur Station, not far from Lake Charles, La. The Union Sulphur Company and the National Sulphur Company are operating near Sulphur Station and about \$2,000,000 worth of sulphur is mined per annum. In most of the oil wells bored in Texas and Louisiana sulphur has been found, and it is not improbable that other deposits will also be worked in the near future.

Food Fishes on the Gulf Coast.

Food fishes are extra abundant in the waters of the Gulf of Mexico along the Texas coast, and a business of considerable magnitude is done in catching and shipping them inland. In fact, there are some seven or eight fleets of fishing vessels engaged regularly in the business. Until within a year ago Port Arthur, Tex., had the largest fish oil manufacturing plant in the United States. The food fishes shipped

northward during the cooler months of the year are the famous pompano (in limited quantity), the red snapper, sheepshead, sea trout, Spanish mackerel and the catfish, which is caught in the brackish waters as well as the fresh waters of the rivers. There are one or two fish canneries and several oyster canneries, whose products find a ready market in Texas and the Southwest generally. Oyster fishing has been a profitable

business on the coast, and the big Berwick Bay oyster, wherever known, does not wait long for a purchaser when in the market. Fish and oysters must be transported in ice, and the lack of a suitable ice plant, prevented the growth of an inland trade in fishes and oysters at Port Arthur, Tex., though the local fish oil plant handled fifty times as many fishes as all the other fisheries combined. The completion of the cold storage plant and ice factory at Port Arthur, will make possible the handling of large quantities of choice food fishes and oysters.

The principal fisheries now conducted along the Gulf coast in Texas and Louisiana are the following:

GALVESTON, TEX.—The Galveston Red Snapper Company, who handle red snappers exclusively.

PORT LAVACCA, TEX.—H. Warrek and F. V. Gentry, who handle

oysters, red snappers, sheepshead, trout and occasionally Spanish mackerel.

ROCKPORT, TEX.—Miller Bros., shippers of red fish, sheepshead, trout and occasionally Spanish mackerel and pompano.

CORPUS CHRISTI, TEXAS.—Givens Fish & Oyster Company, shippers of oysters, red snappers, trout and sheepshead.

MORGAN CITY, LA.—Berwick Bay Fish & Oyster Company, shippers of oysters, catfish, trout and sheepshead.

The varieties above mentioned are the principal fishes shipped inland, but there is also a great business done in the shipping of fresh water fish, like catfish, the buffalo and the handling of crabs and shrimps.

As to game fishes, little need be said. The waters of the Gulf abound in them and not the least of them is the great silver tarpon.



PEARL, FISHING BOATS ON BLACK RIVER.

Pearl Fishing in Arkansas.

One of the little known industries of Arkansas is the fishing for pearls. Whether or not it really can be called an industry is a question, but nevertheless a considerable number of people make a trial of it each year.

About the month of June, when the average country school boy makes a search for a suitable swimming hole, some of the natives of the back counties along the Black River, the White River and several other streams,

make a search for pearls. Pearl fishing in the open sea is more or less attended with the danger of diving into the capacious maw of a hungry shark or falling into the loving embrace of an octopus, not necessarily a trust. In the several rivers of Arkansas, the fresh water clam, known elsewhere by a more scientific name, is quite abundant. This unfortunate bivalve is much sought after by men who ought to be chopping their cotton, but it happens not infrequently that one of a thousand will yield a large fine pearl, which will bring from \$5 to \$1,000. Individuals have in some years succeeded in finding enough valuable pearls to secure an income of \$1,000 to \$2,500. Those who have the means get a boat of any kind, though the favorite seems to be a double hulled scow or catamaran with a stern paddle wheel worked by levers near the center of the craft. Each boat is usually occupied by two men. The boat would be anchored in mid-channel on a bed of clams. One man operates a very long pair of tongs and usually brings up one or two dozen at a time. The other man removes them from the tongs and dissects them carefully for pearls. Quite a number of people engage in the business at times and the saw mills sometimes shut down because the laborers have left them and gone pearl fishing. Another method sometimes used, is to take an iron rod some six or seven feet long, and attach at intervals of a few inches pieces of rope about two feet long with frayed ends. A long rope

is fastened to the center of the rod. The rod is lowered to the bottom and the boat drifts down stream with the rod dragging behind. At the lower end of the bed the rod with its attachments is hauled into the boat, the mussels or clams clinging to the short ropes like bunches of grapes. It seems that the clams lie on the bottom with their shells wide open to feed on such matter as the current brings them. The frayed ends of the ropes dragging over them are either considered food or irritate them and they close tightly on the strands and hold on until pulled off by main force.

These elaborate preparations, of course, are indulged in only by the rich. The poverty stricken pearl hunter wades in the water and feels with his toes in the mud for the clam, and when he finds it ducks under and gets it, or uses a rake. This method is about as exciting to an earnest pearl fisher as is a game of poker. The danger rarely extends beyond getting an involuntary bath, catching a cold and occasionally a clam. There is nothing to fear from the native denizens of the Arkansas rivers, as the bull frogs, catfish and black bass are somewhat fastidious. The business in the aggregate is said to amount to more than a hundred thousand dollars per year. Pearl fishing can only be carried on for a limited period of time, for it takes several years for a stream to replenish itself with clams after it has once been robbed.

A Historical Sketch of the Choctaw Indians.

It so happened several hundred years ago that a Spanish adventurer, whose name was Cortez, and whose reputation as a malefactor is still alive in Mexico, New Mexico and Arizona among the native population, descended upon Mexico and by treachery and force of arms conquered that country. Among the tribes opposing the Spanish invaders were the Muscogees and others. After the fall of

the Mexican Empire under Montezuma, the Muscogees, who numbered many thousands and had a separate nation or republic in Northeastern Mexico, seeing that further resistance was useless determined to emigrate to escape oppression from the Spaniards.

The emigration, according to tradition was led by the brothers Chatah and Chicksa, who firmly placed a pole

in the center of their encampment and decided to move in the direction it would lean on the following morning. Without hesitation the emigration was begun, the pole leaning to the east. It was set every night alternately by the two brothers and continually leaned to the eastward until they reached the greatest body of water ever known, which they named Misha-Sopokin, meaning "beyond age," whose source and mouth were unknown. The pole still leaned east and they built rafts and crossed the river and continued their journey until the Yazoo river was reached. The pole stood erect the following morning and the messengers rushed through the encampment shouting "Tohah-hupish-no yah"—"Rest we all of us here." To commemorate the great event a mound three acres in extent and forty feet high was built, and this still remains. This branch of the tribe of the Muscogeans or Creeks, became the Choctaw and Chickasaw tribes.

The other part emigrated through Texas and made a settlement in 1520 on Red river, where they encountered the Alabamas also coming from the west, and drove them from the Red River to the Mississippi, thence to the Ohio and finally to the Yazoo, where in 1541 their fort was besieged and destroyed by DeSoto. The journey from Mexico to the Ohio required fifteen years. They subjugated many smaller tribes and continued war with the Euches and Alabamas, whom they later incorporated with their nation, the Muscogeans. Later still they divided into separate nations as the Muscogeans, Choctaws, Chickasaws and Seminoles.

DeSoto was the first white man to invade the domain of the Choctaws and Chickasaws. In 1540 Mobila, or Mobile, was the Choctaw capital, which at that time contained eighty houses, each large enough to shelter one thousand persons. All these houses stood fronting a large square and were surmounted by a strong stockade and reinforced with towers at short intervals, the stockade having two gates.

Tush-Ka-Lusa, then chief of the Choctaws, received DeSoto with due ceremony. The latter held the son of Tush-Ka-Lusa as a prisoner or hostage. A demand for his release brought on a hand to hand struggle which lasted over nine hours. Eighty-two mail-clad Spaniards and forty-five horses were killed in this battle. The Spaniards reported the losses of the Choctaws at 6,000. Tush-Ka-Lusa was killed in this battle and the town was destroyed by fire and left in ruins. The Chickasaws and the Muscogeans

had similar experiences with DeSoto as the bow and arrow and wooden shield afforded but little protection against men on horseback clad in steel and armed with broadswords and superior weapons.

In 1733 James Oglethorpe ascended the Savannah River and selected the present site of the city of Savannah for a colony and here he made treaties with the Yamacaws, a branch of the Choctaws and with the Muscogeans and other tribes. Owing to the machinations of the English, French and Spanish settlers, the Choctaws, Chickasaws, Cherokees and other tribes were kept embroiled in war with each other for over a century. The Choctaws and Chickasaws alone lost over 50,000 warriors in these useless conflicts. In 1798 the Choctaws had 77 towns and were a powerful nation. Among the celebrated men of the Choctaws were Tush-Ka-Lusa, William Weatherford and Tecumseh.

The first treaty between the United States and the Choctaws was made in 1786. Many others followed and in 1830 the treaty for the cession of their lands east of the Mississippi was concluded. The tribe moved from their old homes to the Indian Territory in the years 1840 to 1845 and many lives were lost in the emigration. The Choctaw Nation at this date has 32,000 citizens by blood and inter marriage and the joint holdings in lands in the Indian Territory amount to 7,000,000 acres.

The Country of the Choctaws.

The northern boundary of the Choctaw Nation is the Canadian River and the southern boundary the Red River, which separates it from Texas. On the east it is bounded by the state of Arkansas and west by the country of the Chickasaw Nation. The area is 7,000,000 acres, considerably more than in the Cherokee Nation lying north of it. It is traversed by the Missouri, Kansas & Texas Railway, the Choctaw, Oklahoma & Gulf, the Arkansas & Choctaw, the St. Louis & San Francisco and the Kansas City Southern Railway, along the lines of all of which there are some fine growing towns, such as South McAlester, Sterret, Atoka, Tuskahomma, Goodland, Antlers, Durant, Wister, Caddo, Poteau, Howe and Spiro, the three last named being on the K. C. S. Ry. The country is well watered and drained by the Blue, Boggy, Caney, Kiamichi and other tributaries of the Canadian and Red Rivers. The eastern part being nearer the Ozark Range is more or less mountainous and hilly, the western half having much fine prairie

land. Stock raising is a profitable business and good timber is abundant. The principal crops grown are cotton, corn, wheat, and fine fruits. Large game is abundant and the streams are full of fish. The mineral resources are very abundant. The coal mines in the Choctaw Nation now in operation yield annually 1,433,000 tons and employ 4,000 men. Sixteen mines are on the C. O. & G. Ry., thirteen on the M. K. & T., seven on the St. L. & S. F. and three on the Kansas City Southern Railway. Lead ore is abundant in many places and oil and asphalt have also been discovered.

The Choctaw Lands.

At a recent election held in the Choctaw Nation the treaty with the U. S. Government allotting the tribal lands in severalty among the members or citizens of the Nation, was ratified. In compliance with this treaty the Dawes Commission will establish a Government Land Office at

Atoka and begin allotting lands to the Choctaw citizens. It is estimated that it will take about three years to complete the allotments. An Indian who receives his allotment, will be in position to contract for the sale of one quarter of his land and in three and five years thereafter he will have authority to sell more. Each citizen of the Nation will be permitted to hold 320 acres of average land and it is estimated that some 700,000 acres will be on the market the coming year. Some families will receive from 2500 to 3200 acres of land, as each man, woman and child is entitled to his share.

After each Indian receives his 320 acres of average allottable land the surplus will be sold by the Government of the United States to citizens of the United States. The coal mines and other mineral properties will be sold by the authorities of the Choctaw Nation within the next few years.

R. E. S. Winter Resorts.

Port Arthur and Lake Charles, Beaumont and Orange.

In the bygone antebellum days, the quaint old city of New Orleans was the Mecca of all those who wished to escape the rigors of a Northern winter and enjoy the genial climate and hospitality of a great Southern city. With the approach of cold weather, the planters of sugar and cotton had finished their season's work, had marketed their crops and hastened to New Orleans to spend the winter. The Northern visitors made side trips to the numerous smaller towns in Louisiana, the Bayou Teche, Plaquemine, Alexandria or Mobile, but returned in time to join in the festivities of Mardi Gras.

New times and conditions have changed much of this and while New Orleans is still crowded with visitors from afar in the winter months, the old timer with a long memory says, "New Orleans is not what it used to be," and the days that made it famous as a winter resort are gone. New conditions, new people, a commercialism unknown to the older generation, have removed much of the glamour that hung over the grand old city.

New winter resorts, bereft of many of the attractions of the antebellum resort, have come into the field and Mobile, Savannah, San Antonio and Houston are not the least of them. The Kansas City Southern Railway also has a few to suggest, and these are

Port Arthur, Beaumont, Orange, in Texas, and Lake Charles, in Louisiana, Houston and Galveston are also easily



BOATING ON LAKE SABINE.

reached by the Kansas City Southern Railway.

The cities, Port Arthur and Lake Charles, are situated, respectively, on Sabine Lake and Lake Charles, both magnificent sheets of water, affording the finest facilities for pleasure sailing trips, regatta and boat races anywhere on the Gulf of Mexico. Both lakes are practically land locked, of moderate depth, free from dangerous squalls and other inconveniences incident to the open sea. The city of Orange is on the Sabine River, and Beaumont on the Neches, both tributaries of Lake Sabine, which is navigated by vessels from both cities.

The number of winter tourists in the country is generally large enough to admit of social amenities, and the opportunities for diversion and entertainment are plentiful. Beaumont and Lake Charles have opera houses, Port Arthur has a pleasure pier running into the lake for over half a mile, and in addition to the lake bathing has also a fine natatorium. Pleasure boats are available to all of the towns. People on a migratory tour of the Gulf coast can reach Beaumont, Galveston, Orange, Houston, from Port Arthur by rail or by water, and from Lake Charles can reach a number of flourishing inland towns in Louisiana.

To those who are fond of hunting and fishing, splendid opportunities are offered. From November until March vast numbers of ducks, geese, and other water fowl make themselves at home in the lakes, rivers and bayous of the Gulf coast. Those who wish to vary the sport by going after larger game can ascend the Neches or Sabine rivers by boat from Port Arthur, Beaumont or Orange, and hunt deer, turkeys, bears, catamounts wild cats,

opossums and other four-footers, in the dense pine forests and jungles along these streams, where the larger game is very abundant. A trip up the Calcasieu River from Lake Charles would bring the same results.

Fresh water and salt water fishes are present in countless numbers ranging from the great alligator gar and tarpon of the salt water of Lake Sabine to the black bass in the rivers. The sport which furnishes unending excitement and brings the sportsman's nerve and skill to the highest test is the proper use of the rod and reel.

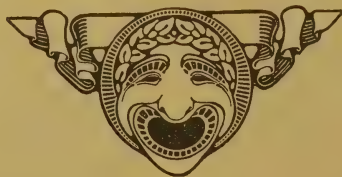
The hotel accommodations as a rule are very good, most of the hotels having all modern improvements. In Orange, Texas, is the new Holland hotel, with one hundred rooms and all modern conveniences. There are several other good hotels which will accommodate an equal number of guests. The Holland hotel is operated on the European plan, rates \$1.50 to \$2.50. The others charge \$1.00 to \$2.00 per day, American plan.

At Port Arthur the principal hotel is the Sabine, fitted especially for tourist travel. The rates are \$3.00 and \$4.00 per day. The Lake View hotel rates are \$2.00 per day or \$10.00 per week. Other hotels charge \$1.00 per day and \$5.00 per week.

At Beaumont the Oaks hotel is modern in its appointments and operated in good style, rates from \$2.00 to \$4.00 per day. There are several other hotels charging from \$1.50 to \$3.00 per day.

At Lake Charles there are several commodious hotels, and private accommodations at moderate rates.

The mildness of the winter climate will make a stop at any of these places desirable.



The Story of a Rice Canal.

The reader of Longfellow's beautiful "Evangeline" knows that his "Acadie" was situated in Southwest Louisiana, but few know that the beautiful expanse of prairie in "Belle Acadie" has been converted into waving golden fields of rice; that human energy has stretched its long arm into the poets paradise and transformed it into a field of bustling bucolic activity and calculating commercialism. The simple, honest and industrious Acadians, who, since their ancestors left the rocky shores of Nova Scotia, have lived here in apathy and content, have awakened and become a people of energy and desire, and at the present time are foremost in the industrial enterprises of their home surroundings.

Rice culture, in a primitive way, was carried on by them for over a century, then shortly after the civil war came a colony of Germans, who also undertook to cultivate rice. They, however, were not content with the primitive methods in vogue for years, but with the characteristic industry of the race devised means for storing water on the uplands, by means of artificial ponds, thereby reserving the water for use and flooding their lowland rice farms when the occasion demanded it. This method, while better than the old, was still primitive. The rice was cut with sickles, dried in small stacks, threshed with flails and winnowed from the chaff by pouring the rice from one vessel to another, allowing the wind to act as separator. The rice was then sacked and shipped to New Orleans for milling.

The arrival of some farmers from Iowa, who were thoroughly familiar with the production of wheat, brought about a complete change in the cultivation of rice. When these farmers of the Northwest brought with them their harvesters and threshers, and when these wonderful

machines were first put to work, the natives gazed on the proceedings with open-mouthed amazement, and some of them said that they were the instruments of the evil one. They could not at first realize that modern agricultural methods could be applied to a soggy rice field. It was almost incredible, for it represented a revolution in methods that date back beyond the days of Adam. Yet the Acadians speedily awoke and took kindly to the new methods and went farther by building the first irrigation canals in the country, thereby eliminating all chances of crop failure from lack of water. In less than a decade they increased the acreage in rice to a third of a million acres and the increase of the rural population has been from thirty to sixty thousand.

On the west side of the river Sabine, which forms the western boundary of Louisiana, lay another Gulf Coast prairie, smooth, well grassed and traversed by numerous deep streams. Since white men owned the land, it had been a cattle pasture, covering many hundreds of square miles, and inhabited by a few thousand people, who were interested in the raising of cattle or the manufacture of lumber. Then came the Kansas City Southern Railway and brought in new people, new blood and brawn. If rice can be grown on the same kind of land in Louisiana, it can be grown here, was a natural conclusion, and in 1897 the Port Arthur Rice & Irrigation Company was formed. It was the first large rice growing enterprise in Texas and it located its great rice farm at Nederland, a station midway between Port Arthur and Beaumont on the K. C. S. Ry. A tract of open prairie, 3,000 acres in extent, naturally well drained, a black, waxy, heavy soil, rather hard to work, was selected for the purpose,



PUMPING PLANT OF PORT ARTHUR RICE COMPANY.

fenced in and cultivated. It was in the midst of a vast treeless prairie, without a house or a tree in sight. The land itself was worth about \$3 per acre, and half a million acres of similar land could at that time be had at the same price.

A pumping station was established at Smiths Bluff, on the Neches river, about midway between Beaumont and the head of Sabine Lake, and about two miles from the townsite of Nederland. The pumping plant consists of five Corliss engines and pumps, capable of lifting 120,000 gallons of water per minute, and emptying same into a canal twenty feet above the level of the stream. The capacity of the pumps is sufficient to irrigate 19,000 to 20,000 acres of rice. The main canal leading from the pumping plant to the rice farm, is one hundred feet wide at the bottom for one and one-

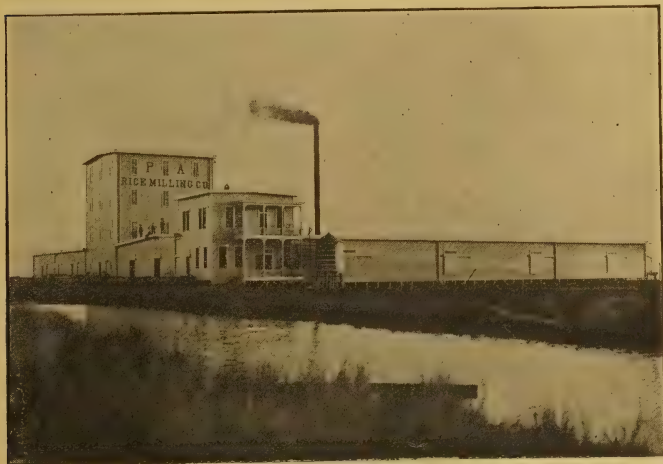
half miles, where it branches into three smaller canals. Since the beginning of the work, the canal, the pumping and other facilities, have been extended so as to embrace in all, 30,000 acres of rice land.

The result of this venture has been to encourage others in Texas to do likewise. In 1902 the rice land under canal and cultivation had increased to 212,000 acres in the Texas counties along the coast, and the end is not yet. No branch of agriculture has yielded better financial returns than does rice culture. Before the introduction of the rice canals the best money yield that could be obtained from these lands (used as cattle pasture) did not exceed twenty-five cents per year. Since then the average money returns per acre has been from thirty to thirty-five dollars gross, or fifteen to twenty-five dollars net profit per acre to

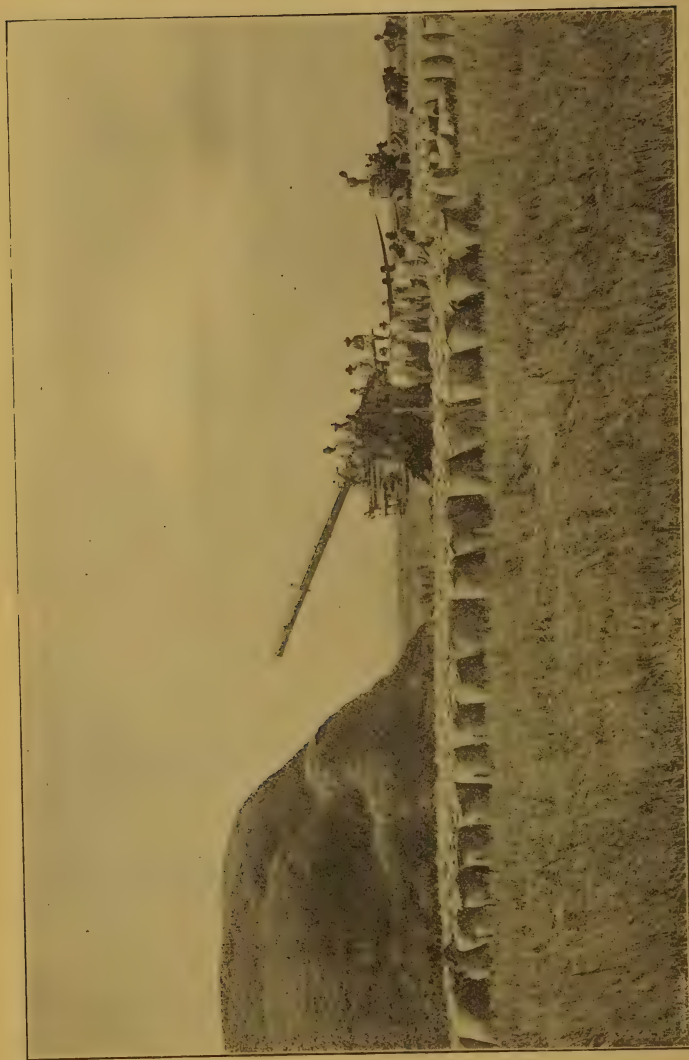
the farmer, with all chances of failure eliminated. Instances are common where from \$75 to \$100 per acre, gross, have been obtained.

The development of the rice industry brought in its train other developments, the building of new towns, laying out of roads, construction of mills and a general increase in population and in mercantile enterprises. The prairie lands where convenient to water, have risen in value from \$3 and \$6 to \$40 and \$60 per acre. The enterprise of the Port Arthur Rice & Irrigation Company has been a profitable one in every respect, and this has been the experience of every other rice farming company that has entered the field. There is still a considerable acreage in the coast country that can

be supplied with water, and the company has decided to quit farming on its own account after 1902 and devote its entire energies to the extension of its pumping plants and irrigation canals. It will confine itself to furnishing water to its own lands and to the lands of others desiring same. Its lands are among the finest in the South and all the work preliminary to cultivation has been done. These lands will, in 1903 and thereafter, be rented in tracts of 80 to 200 acres to farmers who may desire them, and information concerning the same can be had by addressing Mr. E. O. Haight, 553 Gibraltar Bldg., Kansas City, Mo., or the Port Arthur Rice & Irrigation Company, at Nederland, Texas.



RICE MILL, AT PORT ARTHUR.



THRESHING RICE NEAR LAKE CHARLES, LA.

Sevier County, Arkansas.

There are few counties in Arkansas, or elsewhere for that matter, which present so many opportunities for profitable investment as does Sevier County. It presents openings for almost every industry. The southern part of the county is well suited for all agricultural purposes. It produces abundant crops of corn, wheat, oats, hay and cotton. The northern part is blessed with an abundance of mineral, such as iron, manganese, lead, zinc, antimony, some copper, gold and silver. While more hilly than the southern part, it is the best place in the world for peaches, pears, apples, grapes, strawberries and all kinds of small fruits and commercial truck.

Nearly all the land in the county is suitable for agricultural or horticultural products of some kind, and the level and bottom lands are exceptionally fertile. Corn and cotton are the standard field crops, though a great and growing business is done in the cultivation of fine fruits, berries, cantaloupes, vegetables and Irish potatoes. The crop of cantaloupes amounts to some 12,000 to 15,000 crates; peaches are now coming into bearing and very large shipments have been made. Truck growing is a prosperous and growing business. Stock raising is carried on extensively and is very profitable. No better place anywhere for raising Angora goats. Uncle Sam still has a number of farms to give away in Sevier County, there being still open for settlement some twenty-eight thousand acres. Unimproved lands range in price from \$1 to \$5 per acre; improved lands from \$5 to \$25; timber lands \$5 to \$20, and coal lands from \$15 to \$40. On agricultural lands, the terms of sale are usually one-fourth to one-half cash, balance in three or four years.

Public health in Sevier County is excellent, the climate is delightful, the winters are mild and pleasant,

and there is no excessive hot weather in summer; the nights are cool, and during the day there is always a mountain breeze.

The county is an ideal location for commercial fruit and truck growing, the product is perfect and the number of people engaged in the business is sufficiently large to warrant shipping their crop in carload lots, through their Horticultural and Truckgrowers' Societies.

The mineral resources of Sevier County are being rapidly developed. Enough practical work has been done in this direction to demonstrate that there is mineral in abundance in many places. The Southern Zinc & Copper Mining Company have a hundred ton mill at the Banoni mines, which turns out from 8 to 10 tons of zinc per day. The operations are conducted on a vein 38 feet wide and carrying about 22 per cent of ore. A spur of the Kansas City Southern Ry. four miles in length, is now being built to the mine. A 500 ton mill is to be erected at once. The vein of ore extends across country for several miles and several other mills will soon be added. The North American Ore & Metal Company have expended about \$200,000 on their property, the Bellah Mine. The railway spur above mentioned will be extended from the Banoni to the Bellah Mine. The Queen Bee Mining & Milling Company, capital \$500,000, recently organized, and a dozen or more other companies are prospecting and meeting with excellent success. All of the enterprises are located in the vicinity of Gillham and are reached from this point.

At Antimony City, six miles east of Gillham, is located one of the three antimony mines of the United States. Several new companies have been organized to work in that field. Gold in paying quantity is being mined at Euclid, some ten miles east of Antimony City, and several

cyanide plants have been established there. The county has some fourteen towns and villages. Four of these are good business points and worthy of special mention.

DeQueen is the largest town and has a population of about 2,500 to 3,000. It is substantially built of brick, has electric light and telephone service, and is quite a manufacturing center for lumber, having several extensive pine and hardwood mills. It is also the terminus of the DeQueen & Eastern Ry. Gillham is on the K. O. S. Ry. and is the center of the mining industry. The coun-

try immediately surrounding the village is admirably adapted to commercial truck and fruit farming. Horatio has about 700-800 inhabitants and is quite a shipping point for cotton, corn and commercial truck. Locksburg, the county seat, is 12 miles east of DeQueen and is the terminus of the DeQueen & Eastern Ry. It lies in a rich agricultural region and is the oldest town in the county. Its educational facilities are excellent. The population is about 1,500, engaged principally in handling the products of the country.

Irrigation of the Orchard and Garden.

III.

The suggestions on irrigation offered in the preceding issues of Current Events were intended to cover only such enterprises as are within the reach of small farmers, enterprises in which only a few acres in fruit or commercial truck are involved and on which all the work of construction can be done by the farmer himself. In the July issue of Current Events is a treatise on the use of ordinary wells and the raising of water by windmills or gasoline engines, the construction of earth tanks and the distribution of water.

In the present issue it is contemplated to outline the application of water from small streams, spring branches and the like, which happen to have a permanent flow and are convenient to the land to be irrigated. Only a general outline can be given, for it rarely happens that exactly the same conditions will apply to two separate irrigation enterprises. The sizes of the fields here under discussion vary from 10 to 40 acres, and the presumption is that the stream lies higher than the land to be irrigated.

After a preliminary examination to ascertain if the water can be brought to the land, the most important step is to ascertain the legal status of the proposed ditch, to secure the right of way over a neighbor's land if necessary, and to appropriate the water needed for irrigation purposes so as to avoid disputes with neighbors later on. In states where there is a recognized necessity for irrigation the laws are explicit and to the point, and the re-

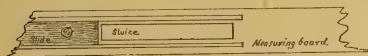
cording of the appropriation of the water in the county records is usually sufficient. Where there are no special laws, it might be well to first consult an attorney. The same would also apply where a number of farmers jointly build a ditch, or form a fruit growing, truck growing or irrigation company.

The next step is to ascertain how much water is wanted and how much water is available. In most localities where irrigation is relied on to raise the common field crops, two acre feet of water, or an acre covered two feet deep with water in the course of the season, is deemed an ample supply. Where water is scarce and fruits are grown extensively, the allowance is usually only one acre foot. In countries having a rainfall of thirty inches this quantity is more than sufficient. An acre is equal to 43,560 square feet and one acre foot of water is equal to 43,560 cubic feet. The cubic foot contains 7.48 gallons and an acre covered one foot deep would contain 325,828 gallons.

In irrigation measurements, where flowing water is concerned, the unit of measurement generally used in the larger enterprises is the cubic foot per second of flow, but in the smaller undertakings the miner's inch is used as a basis for calculation. The miner's inch is calculated differently in Colorado and California. The California miner's inch is that quantity of water which will pass through a hole one inch square in a plank one inch thick under a head or pressure of four

inches. This quantity amounts to 9 gallons per minute, 540 gallons per hour, 12,960 gallons in 24 hours and will cover one acre one inch deep in 52½ hours, amounting at that time to 27,215 gallons. In the course of a year the quantity would be 4,730,400 gallons, which would cover 174½ acres one inch deep—87¼ acres 2 inches deep; 44 acres, 4 inches deep; 22 acres, 8 inches deep; 11 acres, 16 inches deep; 5½ acres, 32 inches deep, 14½ acres, 12 inches deep, and 7½ acres, 24 inches deep, or fill a pond 1.87 acres in area 96 inches deep.

To determine approximately the quantity of water in a spring, spring branch or a small stream of limited capacity, select the narrowest part of the stream where all the water passes through. Throw a small dam across the stream and at one end or near the center set a plank one inch thick and one foot wide, in which is cut a hole say four inches wide and two or three feet long. The top of this hole, or slot, should be four inches below the top of the plank and the slot or hole should be parallel with the top. The plank should stand level on its edge. Over the slot there is fastened between two cleats a slide, so that the hole can be decreased in size. All the water in the stream is expected to pass through the hole. As soon as the water behind the plank has risen sufficiently to pass through the hole and does so without pressure, the slide is moved and the opening reduced until the back water stands exactly four inches above the top of the slot. The water then passing through the slot can be calculated and will give close enough for practical purposes the quantity of water passing through.

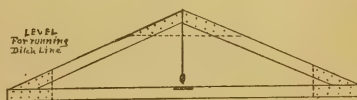


The width of the slot is four inches, and the slide has reduced the length to, say, 25 inches. The square of the slot is then 100 inches, each square inch representing a flow of 9 gallons per minute. The flow through the hole is then 900 gallons per minute, or 54,000 gallons per hour, or 1,296,000 gallons per day of 24 hours. The flow of one hour would flood an acre two inches deep, and the flow of a day would put an acre foot on 3.9 acres. It would flow during the growing season of 120 days 468 acre feet and supply water to irrigate an equal number of acres, if every gallon was utilized. One-fourth of this acreage, 117 acres,

could be profitably served with water, thereby avoiding all night irrigation.

Getting the water to the land is the next proposition. It is presumed in this case that the stream lies higher than the land to be irrigated—and that it can be carried by gravity. The conformation of the stream bed has everything to do with the ease or difficulty of conducting the water to the land. If the bed of the stream be not too deep, the water can be raised to the level of the first bottom by the use of a small diverting dam. There are a hundred or more different ways of building such dams, the mode of construction depending upon the local conditions. In small streams, spring branches, etc., the common brush dam, made by blocking the channel with small limbs of trees and underbrush, is perhaps the least expensive and most effective. A well made brush dam well packed down with earth and rock will resist freshets and high water perhaps more effectively than any other kind of a dam. In constructing a dam, it must be remembered, that the weight must exceed that of the water behind it. The pressure in pounds per square inch of a column of water is a little less than one-half its height at the bottom of the column—that is to say: A column of water six feet high will exert a pressure of three pounds per square inch near the bottom, decreasing upward. A dam thirty feet long, with six feet of water behind it, would have to resist a pressure of about 55,000 pounds. During a freshet with water flowing over the dam this pressure is greatly increased.

The construction of the ditch comes next and the first operation is the laying out of the ditch line. For large and expensive canals, intended to water several thousand acres it is important that a competent engineer be employed. Small farm ditches as a rule present no serious obstacles and most farmers can lay them out themselves. The instrument commonly used consists of a six-inch white pine plank sixteen feet long and planed true on both edges; on the ends are nailed two similar boards, which form a triangle three feet wide in the center on the inside, thus:



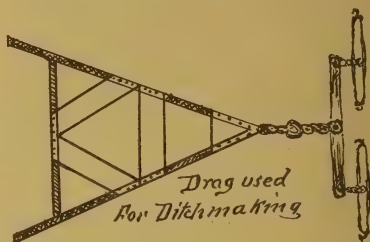
Exactly in the center of the sixteen foot plank a small carpenter's level is

set in. A plumb bob suspended from the junction of the two short planks completes the instrument. With the plumb bob point hanging directly over the bubble, a level line of 16 feet is secured. One end of this instrument is usually painted red or black. Three hundred and thirty lengths of the 16-foot plank equal a mile, in which distance there should be a fall of 24 inches. By tacking on the painted end a card board seven-hundredths of an inch thick a variation is secured which will allow a fall of $1\frac{1}{2}$ inches in 330 feet, 3 inches in 660 feet, 6 inches in 1320 feet, 12 inches in 2640 feet and 24 inches in 5280 feet.

It requires two men to lay out the course of the ditch. Beginning at the water level secured by the construction of the dam, a stake is driven at water level. The unpainted end of this plank rests on the stake and the painted end is moved to and fro until it rests on the ground, the instrument being level. A stake is driven at the painted end, which stake then becomes the base for the opposite end, the operation being continued indefinitely until the ditch line is brought to the highest point on the land to be irrigated. Two active men can run several miles of ditch line easily in half a day.

The size of the ditch depends upon the quantity of water to be used and upon the fall of the ditch. A flow of

100 miners' inches will pass through an opening 4x25 inches in dimension. A ditch four feet wide and six inches deep will readily carry this quantity, and is easily constructed by plowing four furrows side by side and then running a drag, which will throw out the earth along the ditch line. This drag is constructed by using three pieces of two inch lumber:



forming a triangle about 5 feet long and 4 feet wide at the base. The prow is covered with an iron sheathing to readily cut the already loosened soil and with a ring to which the horses may be hitched. The dirt thrown out will make the banks of the ditch, which should not exceed in cost about twenty dollars per mile. This would be the main canal. On the farm the water is conducted by smaller ditches and furrows to the points where needed.

Texarkana, Arkansas=Texas.

The location of Texarkana justly entitles it to be called the Gateway to Texas. It is located at the extreme southwest corner of Arkansas, and the northeast corner of Texas, the name being made up from syllables of the names of the states of Texas, Arkansas and Louisiana.

The town was first settled in 1873, and since that date has had a steady, substantial growth, having now reached the proportions of a city of 22,000 inhabitants.

As a retail, jobbing, manufacturing and railroad center it is unequaled in the Southwest. The town is divided into two parts by the line separating Arkansas and Texas, has two separate municipal governments, but on every proposition for the betterment of the town the people are a unit.

The first question asked in regard to a town is, "What railroad facilities has it?" And in reply to that question

we give the names of the roads passing through the town: St. Louis, Iron Mountain & Southern; Kansas City Southern, or "Port Arthur Route"; St. Louis & Southwestern, or "Cotton Belt Route"; Texas & Pacific; Texarkana, Shreveport & Natchez, and Trans Continental, giving competitive lines to St. Louis, Kansas City, Memphis, Shreveport, New Orleans, and South and West Texas, and to all points in the Indian and Oklahoma Territories. Two other trunk lines are headed for Texarkana, and prospects are good to have them here before another year rolls around. Three of our railroads have general offices at this point, all except one have passenger and freight divisions; four have shops and round-houses. Thirty-six passenger trains arrive and depart daily from our depots. In this connection it might be well to mention the fact that we have the third largest Railroad Y. M. C. A.

in the world, with a membership of nearly twelve hundred.

Texarkana as a lumber and wood working center has no equal in the Southwest. Surrounded as it is on all sides by forests of pine, oak, gum, hickory, cottonwood and ash, the lumber trade has become a very important industry and there are billed from Texarkana through the general offices at this point from the surrounding mills over five million dollars' worth of pine lumber each year, making the town the largest lumber clearing point south of Mason and Dixon's line. For the manufacture of lumber into the finished product there are within the city limits two large furniture factories, one of the largest coöperation and stave plants in the world, an up-to-date wagon factory, three novelty works, which do a combined business of over one and a quarter million dollars annually, have a pay roll of two hundred and fifty thousand dollars annually, and employ over six hundred men. There are now being completed two large creosoting plants, one of which is the largest in the world, at a cost of two hundred and fifty thousand dollars. They will employ in town over two hundred and fifty men in addition to the hundreds in the woods cutting and putting out timbers for creosoting purposes.

Texarkana being located within six miles of the famous Red River bottoms makes it an excellent cotton market. There were bought from wagons in season 1901-2 over ten thousand bales of cotton. There are located in the city two immense cottonseed oil mills and a large cotton compress, which compressed in 1901-2 over fifty thousand bales. Total amount paid for cotton and cotton seed products was over one million dollars; pay roll of oil mills and compress is five thousand dollars per month; men employed, 250.

In addition to factories already named there are three large brick works, two potteries (as fine potter's clay is found in the vicinity of Texarkana as can be found anywhere), six foundries and machine shops, three cotton gins, one mattress factory and two large cigar factories, doing a combined business of five hundred thousand dollars, and employing over two hundred men with a pay roll of over one hundred and seventy-five thousand dollars annually.

In the jobbing line Texarkana has the following wholesale houses: Six grocery, two furniture, two hardware, one carriage and wagon, three feed and grain, three meat, one dry goods, one drug, and one cigar and tobacco,

doing a combined business of eight million dollars annually.

Texarkana, Arkansas, is the county seat of Miller County, and there are held the following courts: Circuit, chancery, probate and county. It is also the seat of the United States district and circuit courts.

The school facilities are excellent, there being nine white and two colored school buildings in the city supported by our public school funds. In addition to these there is a large convent, commercial college, and several private schools.

Churches of all denominations are represented and have very creditable houses of worship. There will be erected within the next year three large brick church buildings.

The city, county and state taxes are nineteen mills, on about one-fourth valuation.

The city has water works, sewerage systems, paid fire department, gas and electric lights, electric street car lines and paved and graded streets.

Texarkana as a financial center stands well. We have three large banks with a deposit of over two million dollars and an annual clearing of over twelve million dollars. Besides the banks there is a substantial loan and trust company.

There will be expended in public and private improvements within the next year in the neighborhood of one million dollars. The St. Louis & Southwestern Railway have under construction a building to be used as a general hospital for their lines which will cost over one hundred thousand dollars when completed.

Texarkana has need of a cotton mill, sash, door and blind factory, a tannery, packing house; hub, spoke and handle factory, canning, pickling and preserving works, and manufactories of all kinds.

Texarkana's Commercial Club is composed of over two hundred and twenty-five of her leading business men, representing all classes of trade and it has the town's interest well cared for.

In giving above brief outline of Texarkana's industries, we have done it with a view of showing that our claim of being a good, substantial and progressive city is not without foundation, and in giving the description we desire to show the homeseeker that it is to his interest to secure lands near this town where there is a splendid market for all the products of the farm. In addition to being near a good town the farmer has the advantages which this section has over any other. The climate is mild, our winters are neither

long nor severe; in fact, stock has to be fed only a few weeks in the year. Our summers, while long, are not excessively hot, and we have a good breeze the year round direct from the Gulf of Mexico; but such a thing as a hot wind is unknown. Our rainfall, while sufficient, is not excessive, and drouths are very exceedingly rare occurrences. A total crop failure is not remembered by our oldest inhabitant. The soil in the uplands is adapted to any agricultural product, and wood for all domestic purposes is in plenty, the farmer has no fuel bill to consider. The soil is a dark loam with a porous clay subsoil. Corn yields from twenty to fifty bushels per acre. Oats, rye, timothy and alfalfa grow luxuriantly. Cotton yields from one-half to one bale per acre. Fruits and berries of all kinds grow to perfection, and we call your attention to the fact that not once in ten years fruit is touched by frost, making the fruit crop almost absolutely sure. From six acres one of our farmers sold \$2,196 in pears this season. From five acres another sold \$1,525 in cantaloupes. While but little attention has been paid to the raising of fruits, berries, grapes and the smaller products of the farm, those who have tried raising them have made money and their neighbors are now learning to diversify the products of the farm. There is a well organized truck growers' association that is working to the best interests of its members and the farming community in general. One of the specially attractive inducements to the homeseeker is the remarkably low price of the lands. Lands from one to five miles from Texarkana can be had for from four to thirty dollars per acre, according to the improvements and distance from town. At a greater distance from town lands range from two to fifteen dollars per acre.

The Red River bottom lands are the richest and most productive to be found anywhere, yielding from three-fourths to two bales of cotton and from forty to ninety bushels of corn. All grains and grasses grow splendidly, especially alfalfa. One thirty-acre field in alfalfa was cut six times this year and the first five cuttings yielded over a ton per acre each, and the last about three-fourths. The soil in

the bottoms is of two kinds, either waxy or sandy, and is either of a red or black color. Timber of all kinds except pine is abundant on the bottom lands and oftentimes will more than pay for the cost of the land and clearing. Pecans are quite plentiful and it is a rare thing that a bottom farm is without a pecan orchard.

These lands can be had unimproved from three to twelve dollars per acre and well improved and cultivated places from ten to thirty dollars. Bottom land farms rent readily from four to six dollars per acre.

The country around Texarkana is rapidly settling up and land is advancing in value. Those who have settled among us from other and older settled communities are well pleased and are a great aid in settling the country by bringing their old friends to share their good fortune with them. To the man of small means this section offers special inducements, as lands can be had on easy terms. For just about what he pays one year for rent in the older states he can buy a good home that will give an equal if not better yield for the labor and money invested.

The capitalist and investor will find this a profitable field for investment and speculation, as lands can be bought in large tracts at a low figure which when cut up into small farms yield a splendid profit.

We do not make the claim that a man can make a living and get rich in this section without work and thought, it is not the country for the sluggard and lazy man, but the enterprising and energetic man can quickly gain a competence and a position where he can have others work for him. Such men are gladly welcomed and it is to such men that this country when investigated by them will appeal.

In this one article we have not been able to do the country or its advantages justice and we hope at future times to go more into detail as to some of the undeveloped resources and opportunities for factories and investments, but our Commercial Club and real estate men, together with any of our business-men, consider it a pleasure to answer any inquiries that may be made them.

R. G. MOORE.



Industrial Notes.

AMSTERDAM, MO.—Work on the big new \$20,000 brick block is progressing rapidly. It will be an ornament to the town when completed.

ANDERSON, MO.—Messrs. D. E. Standeford & Sons of Howard, Mo., have selected a location at this point for a canning and preserving plant, which will consume large quantities of fruits and tomatoes.

MERWIN, MO.—The average corn crop here has been fifty bushels per acre, some smaller fields yield from 75 to 100 bushels. The crop has matured well and much of it has been cribbed or marketed.

NEOSHO, MO.—The Newton County Farmers' Club, an organization distinct from the Horticultural Society, has been recently organized here.

The Neosho Electric Light Company has sold the plant to a new company who will at once overhaul and increase the capacity, putting in more power and extending the lines.

The Lang Canning and Preserving Co. will have a representative in Neosho before long to look up a location for a branch cannery.

NEOSHO, MO.—The Little Nugget Mine in this, Newton County, has recently changed hands, the consideration being \$110,000.

PITTSBURG, KANS.—The value of the dairy products of Kansas is computed at \$7,000,000 for 1902. The creameries are constantly extending their milk stations and improving their facilities. The United States Agricultural Report estimates the oat crop for Kansas at 24,000,000 bushels, and the wheat crop at 40,000,000 bushels for 1899-1900. The Missouri potato crop for 1902 is estimated at 8,500,000 bushels.

GENTRY, ARK.—Among the important improvements in Gentry this year is a brand new elegant six-room public school building; a fine thirty-two-room hotel, a canning factory, with a capacity of 3,000 cans per day; a system of water works now in construction and a considerable number of new business houses and beautiful residences. A cold storage plant is in prospect.

A fruit fair recently held here brought out a splendid display of

fruits and agricultural products. There was a large attendance, which was rather surprised at the good show that could be made on very short notice.

SILAM SPRINGS, ARK.—Shipments of spring water from this point amount to 300 gallons per day with a rapidly increasing demand. Most of the spring water goes to Fort Smith, Mena, De Queen, Ark., Stilwell, Spiro, Sallisaw, I. T., Texarkana and Beaumont, Texas, and points in Kansas and Louisiana. The number of summer visitors at Silam Springs for 1902 has been four times as great as in any other year.

Operations on the new Silam Springs Cannery are to begin at once and the establishment is to be completed in time to take care of the spring and summer crops of fruits, berries and vegetables.

SILAM SPRINGS, ARK.—An estimate of the apple crop for 1902 in the Ozark region gives 475,090 barrels, of which 290,110 should be credited to Missouri; 15,680 to Kansas and 167,600 to Arkansas. Benton County, Ark., is credited with 84,300 barrels.

WESTVILLE, I. T.—The cotton crop of this vicinity is yielding far beyond all expectation. A yield on the majority of farms of 1,500 pounds of seed cotton to the acre, a fair wheat crop, a good corn crop in addition to the yield from the apple orchard, is putting the people of this section of country on No. 1 Easy Street.

The present prospects of a \$20,000 cold storage plant for Westville are very favorable. More than half the stock has already been subscribed.

HOWE, I. T.—Letters received from various parties indicate that we will soon have in Howe a machine and general repair shop, a chicken ranch, a dairy, truck garden and nursery, broom and handle factory, a harness and shoe shop and a brick yard.

SPIRO, I. T.—The land offices of the Choctaw and Chickasaw Nations have been established at Atoka and Tishomingo, and will be ready for land allotments by February 1st, 1902.

FORT SMITH, ARK.—The water pipe lines of the city are to be extend-

ed 2,000 feet and several car loads of new pipe have been received.

The officers of the Fort Smith Commercial Club are C. E. Speer, president; T. C. Davis, vice-president; E. B. Miller, secretary.

The Fort Smith Folding Bed & Table Company have erected a \$60,000 plant, employed 38 workmen and are now in full operation. This is the latest industrial acquisition.

FORT SMITH, ARK.—On November 24th, Mr. W. F. Latham purchased from the Alexander and adjoining farms 100 car loads of Irish potatoes for \$30,000. Not including these Mr. Latham has also purchased 225 car loads from other parties during the season.

FORT SMITH, ARK.—Mr. H. M. Scott of Hackett, Sebastian County, has shipped 27 cars of Elberta peaches and 5 cars of grapes from his farm. His income from orchard products for 1902 will exceed \$15,000.

MENA, ARK.—It is reported that extensive deposits of graphite have been discovered near Mount Ida in the adjoining county of Montgomery. The firm of Marshall, Fessenden & Co. will undertake the mining of this graphite soon.

Mr. Eugene Dickens marketed 1,000 pounds of grapes, about half his crop from three-year-old vines, at 2½ and 3 cents per pound.

MENA, ARK.—The receipts of cotton at the yards for September exceed by 100 bales the receipts of any previous September, during which month 435 bales have been received. The money paid for cotton during September amounts to \$17,400. The price has been above 8 cents per pound.

MENA, ARK.—The cotton receipts up to November 1st amounts to 1,970 bales. Cotton buyers estimate that the receipts will be over 4,000 bales this season.

The Southwestern Slate and Manufacturing Co. have recently opened a new quarry 80 by 150 feet in extent and are taking out large quantities of good roofing slate, which is hauled to their warehouse at Mena.

The Standard Slate Co. have built extensive warehouses at their quarries and are storing their output until the railroad spur to their quarry is completed.

Both of these companies are working in red slate.

The Gulf Slate Co. has recently found a black slate quarry at Board Camp, about nine miles east of Mena.

The Bank of Mena has offered a

prize of \$100 to be paid to the owner of the best 10-acre farm in Polk County, Ark. The farms will be judged July 3, 1903.

DE QUEEN, ARK.—Mr. T. J. Wolf reports that from 370 four-year old peach trees, planted on less than four acres, he has netted over six hundred dollars, after paying all expenses. The peach grown was the Elberta.

DE QUEEN, ARK.—A company is being organized here for the purpose of establishing an up-to-date cannery. The acreage in this vicinity is being rapidly increased. Twelve thousand peach trees have been contracted for this winter's planting.

GILLHAM, A R K.—A five-mile branch of the K. C. S. Ry. from Gillham to the Southern Zinc and Copper Co.'s mines is now under construction.

ASHDOWN, ARK.—Up to date, Nov. 1, about 2,500 bales of cotton have been handled by our local merchants. About 50 carloads of cotton seed, have also been shipped. The average car load amounts to 25 tons, worth \$14 per ton.

ASHDOWN, ARK.—The aggregate sales of cotton in Ashdown up to date amounts to nearly 1,500 bales. It is predicted by those familiar with the situation that 10,000 bales will be marketed here this season.

WINTHROP, ARK.—At a meeting recently held here, the Winthrop Fruitgrowers' Association was organized and put in working order.

HORATIO, ARK.—The fruit and vegetable growers in the vicinity of Horatio have recently formed a fruit and truck growers' association, beginning with thirty members. Henry Metcalf was elected president, and Mahlon Williamson, secretary.

TEXARKANA, TEX.—The preliminary arrangements have been completed for the construction of a cold storage and ice plant, same to cover an ordinary city block.

The construction of the new electric street car line is making rapid progress.

The Texarkana Storage & Transportation Company have filed their articles of incorporation. Capital \$20,000.

NEDERLAND, TEX.—The Nederland National Bank is now organized and duly authorized to get ready for business. Mr. M. R. Bos was elected president and Mr. Ed. Peckhill, cashier. The bank will at once erect a fine two-story building.

An effort is now being made by the people of Nederland to secure the erection of a rice mill. The rice crop has been unusually good in 1902, running from 14 to 24 barrels to the acre and worth \$3.00 per barrel.

Among the acquisitions of Nederland during the last six months is also a weekly newspaper.

AUSTIN, TEXAS.—Five years ago there were fewer than fifty cars of fruits and vegetables shipped from Texas to outside markets. The shipments for the season just closed aggregate nearly 6,000 cars and include peaches, berries, tomatoes, watermelons, cantaloupes, potatoes, cabbage, onions, pears, cucumbers, beans, pecans and apples.

BEAUMONT, TEX.—The acreage under cultivation in rice in Jefferson County, Texas, during 1902, is reported as follows: On Taylor and Hildebrandt Bayous, 9,650 acres; irrigated from wells, 1,380 acres; Port Arthur Canal, 8,500 acres; McFaddin-Niess Canal, 9,000 acres; Beaumont Irrigation Co., 15,000 acres; total for Jefferson County, 43,530 acres.

The Texas Oil Company are making extensive improvements on their 240 acre tract. Eight large steel storage tanks and a boiler house of 800 horse-power capacity have been built, and foundations for other buildings are being laid.

PORT ARTHUR, TEX.—The E. T. Soley Co. are now loading three ships for which there are stored in the ware houses, 11,500 bales of cotton, over 1,000,000 feet of lumber and 50,000 bushels of wheat. One consignment of 2,000,000 bushels of wheat will be shipped from here during the winter. Elevator A of Port Arthur will hold 500,000 bushels.

PORT ARTHUR, TEX.—The works of the Central Asphalt and Refining Company at Griggsby Bluff were started recently. This is the largest plant built for the production of asphalt from Texas petroleum. A new town, Port Neches, Tex., is building up near the refinery.

PORT ARTHUR, TEX.—The S. S. Huntcliffe received 2,000 bales of cotton and has departed. One thousand four hundred bales were received November 10th, and the cotton ships arriving in harbor are being promptly loaded.

SHREVEPORT, LA.—The suburb, West Shreveport, is building up rapidly and forming a model industrial community. During the last six months fifty dwellings have been erected near the shops. Numerous handsome residences have been built along Parkview avenue. The Collier mill on the K. C. S. sidetrack is completed and in operation.

SHREVEPORT, LA.—The construction of the Allen-Curry Mfg. Co.'s buildings is proceeding rapidly. The buildings will cost about \$16,000, and most of the machinery is already on the ground. It will be an extensive woodworking establishment and be ready for operation about February 1st, 1903.

SHREVEPORT, LA.—Mr. J. E. Prierster, who resides within two miles of town, has discovered at a depth of ten feet a stratum of lignite three feet thick. It burns well, makes a hot fire and leaves no cinders.

The population of Shreveport is now increasing so rapidly that recently all of the innumerable buildings now under construction are rented before they are completed and many before they are begun.

LAKE CHARLES, LA.—The lumber mills at this point have received so many orders that they find it very difficult to fill them. The capacity of the mills is taxed to the uttermost and cars in sufficient number are hard to get.

The management of the Beaumont, Port Arthur and Port Neches Electric line has succeeded in financing the road and is now rapidly proceeding with the construction.

LAKE CHARLES, LA.—The Inland Canal Co., with capital of \$100,000, was organized at Gueydan recently. Mr. J. M. Booze is president.

LAKE CHARLES, LA.—The Southern Brick and Tile Manufacturing Co. have secured options for tracts of land on which to erect a brick making plant. The establishment will cost about \$12,000, have a daily capacity of 35,000 bricks and employ twenty-five men.

LAKE CHARLES, LA.—The Southwestern Brick Company have made arrangements to complete their plant by January 1st, 1903. Orders for 2,000,000 bricks have already been received by the company.

Past and Present.

The most remarkable phenomenon of industrial development in the United States is presented in the present extensive cultivation of rice in areas bordering upon the Gulf of Mexico in Louisiana and Texas, the secret of whose productiveness has been known to us but a very few years. Indeed, the construction of irrigation canals and extensive pumping plants have completely transformed a vast scope of gulf country about thirty miles wide and two-hundred and fifty miles in length, where now, in place of the herds that formerly roamed at random upon its grazing lands, splendid fields of rice yield their annual crop of grain and profit to those employed in its culture.

Rice, and not bread, is the staff of life, for three-fourths of the world's millions acknowledge Rice to be the staple food. In India, Japan and China, every foot of available ground is devoted to its cultivation. Cuba and Porto Rico with their tropical climate and soil can produce but one-fourth, and the far-off Philippine Islands—but three-fourths of the crop required for home consumption.

Why? Because Rice is a water plant. Natural rain-fall during the growing season is insufficient and water must be lifted from rivers or reservoirs by great pumps, into canals laid out and constructed so as to distribute by gravity the water on the rice lands as required. This done, the yield is very large, crop certain and profits assured. The average yield of rice per acre is estimated at ten barrels of one-hundred and sixty-two pounds each and the average price per barrel, \$3.00. Under contracts, canal companies receive one-fifth of the crop

as water rent or approximately, \$6.00 per acre, with a cost of pumping and operating the plant of but \$1.50 per acre.

With control of the necessary water supply, rice is not subject to injury by excessive drouth or rain. It is not perishable, the acreage is limited with an ever increasing home demand, no fear of over-production or foreign competition, which guarantee large profits and enhanced property values.

During the past six years, we have constructed nine different canal propositions, developing all told, over 100,000 acres and have handled all of the securities necessary in their construction and development and we state unhesitatingly that each has been successful; a large portion of the securities have been redeemed before maturity and in no instance has failure occurred in meeting principal or interest payments when due.

Rice culture is an Art, and the propositions we submit to all interested, have the merit of being worthy of investment;—or we would not submit them. In addition to the rice stocks' bonds and securities which we handle we are also prepared to supply large or small tracts of both raw and improved rice lands to suit the purchaser, and terms are made easy so that all may easily become interested in the most remarkable agricultural development of the age.

Write us, we want to hear from you and will furnish any and all information desired, if you'll only give us the chance. Address, The Burton D. Hurd Co., 109-111 Temple Bldg., Kansas City, Mo. We have just at present some very desirable rice lands which some one will do well to invest in.



ADVERTISEMENTS.

RELIABLE INFORMATION ABOUT THE KANSAS CITY SOUTHERN COUNTRY

If you desire special information concerning any section of country along the line of the K. C. S. Ry.; if you want information concerning the quality and value of lands; the possibilities of profitable farming, fruit growing, stock raising, truck raising, or the opportunities for business awaiting you; or if you are looking for resorts for pleasure or health, write to any of the addresses given below and a prompt reply is assured.

General Farming Lands.

Amoret, Mo.—C. H. Hutchins.
Amsterdam, Mo.—M. S. Claypoole.
Anderson, Mo.—Anderson Real Estate Co.
Asbury, Mo.—E. M. Whetsell.
Bentonville, Ark.—M. O. Mason & Co.
Beaumont, Tex.—W. A. Ward.
Bloomburg, Tex.—Doc Anthony.
Converse, La.—Bolton & Bolton.
De Queen, Ark.—Towson & Johnson, W. A. Craig.
De Ridder, La.—H. E. Hall.
Drexel, Mo.—Faulkner & Russell.
De Quincy, La.—D. D. Herford.
Florien, La.—J. W. Miller.
Fort Smith, Ark.—Wharton Carnall, Joe H. Lindsey, J. E. Marshall.
Gentry, Ark.—C. C. Lale.
Gillham, Ark.—W. S. Johnson.
Grannis, Ark.—E. H. Poe, B. E. Harlowe.
Hatfield, Ark.—W. N. Martin.
Horatio, Ark.—J. B. Martin.
Hornbeck, La.—G. G. Leach.
Houston, Tex.—Pudor & Hoover.
Janssen, Ark.—F. M. Cecil.
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.
Leesville, La.—J. W. Dennis.

Mena, Ark.—W. H. Cloe.
Merwin, Mo.—S. A. Atkins & Co.
Mooringsport, La.—H. S. Weston.
Many, La.—Dan Vandegar.
Neosho, Mo.—J. V. Fleming Rlty. Co., Landers Real Estate Co., J. M. Z. Withrow.
Noel, Mo.—C. M. Harmon.
Pittsburg, Kas.—Frank W. Marsh.
Port Arthur, Tex.—Geo. M. Craig, Thos. W. Huguen.
Richards, Mo.—C. W. Wilder, Haas & Co.
Rodessa, La.—A. C. Pitts.
Siloam Springs, Ark.—T. P. Fulton, John C. Davis.
Statesbury, Mo.—A. F. Wilson.
Sulphur Springs, Ark.—Church, Thompson & Co.
Shreveport, La.—J. E. Murray & Co.
Stilwell, I. T.—Luther Kyle.
Texarkana, Tex.—C. R. Craig, O. P. Taylor & Co., G. Less & Co., Moore & O'Neal.
Vivian, La.—A. F. Powell.
Waldron, Ark.—Forrester Duncan Land Co.
Winthrop, Ark.—W. A. Black.
Zwolle, La.—L. B. Gay.

Rice Lands, for Sale and for Rent. Oil Lands.

Beaumont, Tex.—Hurd-Ford Investment Co., W. A. Ward.
Lake Charles, La.—A. V. Eastman, mgr. North Am. Land & Timber Co., Orange Land Co.
Houston, Tex.—Pudor-Hoover Land Co.
Port Arthur, Tex.—Geo. M. Craig, T. W. Huguen, J. H. Drummond.
Nederland, Tex.—A. Burson.

Timber Lands and Mill Properties.

Kansas City, Mo.—F. A. Hornbeck Co., 7th & Wyandotte Sts.
Houston, Tex.—Pudor-Hoover Land Co.

U. S. Government and Texas State Lands.

Arkansas—F. S. Baker, Receiver, U. S. Land Office, Harrison, Ark.; E. A. Schicker, Receiver, U. S. Land Office, Camden, Ark.
Louisiana—U. S. Land Office, Natchitoches, La.
Missouri—G. A. Raney, Receiver, U. S. Land Office, Springfield, Mo.
Texas School Lands—J. G. King, County Clerk Cass Co., Linden, Tex.; John M. Harger, County Clerk Newton Co., Newton, Tex.; Frank M. King, County Clerk Bowle Co., Boston, Tex.; N. Burton, County Clerk Orange Co., Orange, Tex.

Cherokee and Choctaw Indian Lands.

Salisbury, I. T.—Bank of Salisbury.
Stilwell, I. T.—Bank of Stilwell, Luther Kyle.
Tahlequah.—Commercial Club, Waddle Hudson, secy.
Westville, I. T.—Bank of Westville.

Commercial Fruit and Truck Growers.

Amoret, Mo.—Darby Fruit Company.
Ashdown, Ark.—Truck Growers' Assn., Mr. Lott, secy.
Atlanta, Tex.—Cass County Fruit & Truck Growers' Assn., J. M. Fletcher, secy.
Bentonville, Ark.—Horticultural Assn.
Bloomburg, Tex.—Truck Growers' Assn., W. A. Smith, secy.
Cove, Ark.—Cove Horticultural Society, W. F. Welty, secy.
Decatur, Ark.—Decatur Fruit Growers' Assn., E. N. Plank, secy.
De Queen, Ark.—Fruit & Vegetable Growers' Assn., Bert Johnson, secy.
De Quincy, La.—Calcasieu Fruit Growers' Assn., T. J. Faust, prest.
Gans, I. T.—Melon Growers' Assn., W. E. Harley, secy.
Gentry, Ark.—Gentry Fruit Growers' Assn., O. W. Paterson, secy.
Goodman, Mo.—Ozark Fruit Co.
Grannis, Ark.—Truck Growers' Assn., G. W. Hinkle, secy.
Grannis, Ark.—Melon Growers' Assn., Mr. Burdette, secy.
Gravette, Ark.—Gravette Hort. Society, A. C. Veach, secy.
Hornbeck, La.—Fruit and Truck Growers' Assn., Dr. F. R. Jones, secy.
Janssen, Ark.—Vandervoort P. O., Truck Growers' Assn., G. D. Hinkle, secy.
Kansas City, Mo.—L. A. Goodman.
Lake Charles, La.—Horticultural & Truck Growers' Society, Wm. Teal, secy.
Lanagan, Mo.—Ozark Orchard Co.
Logansport, La.—Truck Growers' Assn., P. G. R. Bell, secy.
Leesville, La.—Truck Farmers' Assn.
Many, La.—Fruit and Truck Growers' Assn., M. V. Petty, secy.

ADVERTISEMENTS.

Mena, Ark.—Mena Horticultural Society, A. W. St. John, prest.
 Neosho, Mo.—Neosho Fruit Growers' Assn., F. H. Speakman, secy.
 Noel, Mo.—(Strawberries) S. A. Meade, John Wilson, W. H. Pillsbury.
 Noel, Mo.—(Apples and peaches) F. A. Marshall, E. W. Perry, R. C. Perry.
 Poteau, I. T.—Poteau Fruit Co., Ed McKenna, prest.
 Ravanna, Ark.—Ravanna Truck Growers' Assn., R. P. Yates, secy.
 Rodessa, Mo.—Rodessa Truck Growers' Assn., G. W. Rutledge, secy.

Dealers in Fruit and Truck Lands.

Bentonville, Ark.—M. O. Mason & Co.
 Bloomburg, Tex.—Doc. Anthony.
 Horatio, Ark.—Fruit and Truck Growers' Assn., M. Williamson, secy.
 Hornbeck, La.—G. G. Leach.
 De Queen, Ark.—Towson & Johnson, W. A. Craig.
 Gillham, Ark.—W. S. Johnson.
 Granniss, Ark.—B. E. Harlow.
 Mena, Ark.—W. H. Cloe.

Business Locations.

Write to S. G. Warner, General Passenger Agent, Kansas City, Mo., for copy of K. C. S. Opportunties for Business or write to any of the commercial associations named below.

Amsterdam, Mo.—Commercial Club, G. V. Boswell, secy.
 Beaumont, Tex.—Board of Trade and Oil Exchange, A. D. Childress, secy.
 Stilwell, I. T.—Bank of Stilwell, W. H. Davis, cashier.
 De Queen, Ark.—Business Men's Club, O. T. Wingo, secy.
 Texarkana, Tex.—Commercial Club, J. F. Black, secy.
 Fort Smith, Ark.—Commercial Club, J. H. Miller, secy.
 Tahlequah, I. T.—Commercial Club, Waddle Hudson, secy.
 Gentry, Ark.—Commercial Club, Leo A. Moore, secy.
 Richards, Mo.—Bank of Richards, L. D. Huffaker, cash.
 Hume, Mo.—Bank of Hume, E. M. Dickinson, cash.
 Many, La.—Sabine Valley Bank, Frank Hunter, cash.
 Joplin, Mo.—Joplin Club.
 Leesville, La.—First Nat'l Bank, A. L. Franklin, cash.
 Lake Charles, La.—Board of Trade, Leon Chavanne, secy.
 Winthrop, Ark.—Commercial Club, L. Josephs, secy.

Sallsaw, I. T.—Dr. R. T. Kelleam, W. W. Wheeler, A. Quesenbury.
 Siloam Springs, Ark.—Fruit Growers' & Shippers' Assn., C. A. Ford, secy.
 Texarkana, Tex.—A. V. Swaty, Horticultural agent, K. C. S. Ry., Texarkana Fruit & Vegetable Growers' Assn., L. A. Whatley, secy.
 Winthrop, Ark.—Fruit Growers' Assn. W. A. Black, secy.
 Vivian, La.—Truck Growers' Assn., R. E. Huckabuy s cy. Fruits, J. A. Heath, Rev. Browning, Frank Powe l.

Neosho, Mo.—J. V. Fleming, Landers Real Estate Co., J. M. Z. Withrow.
 Siloam Springs, Ark.—T. P. Fulton, Jno. C. Davis.
 Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.
 Vivian, La.—A. F. Powell.
 Gentry, Ark.—C. C. Lale.
 Texarkana, Ark.—C. R. Craig, O. P. Taylor & Co., G. Less & Co., Moore & O'Neal.

Mena, Ark.—Business Men's Club.
 Spiro, I. T.—Improvement Co., W. T. Caldwell, secy.
 Merwin, Mo.—Bank of Merwin, C. P. Catron, cash.
 Gravette, Ark.—Bank of Gravette, A. E. Kinsley, cash.
 Neosho, Mo.—First Nat'l Bank, J. H. Hughes, cash.
 Orange, Tex.—Board of Trade.
 Pittsburg, Kans.—Commercial Club, T. P. Waskey, secy.
 Siloam Springs, Ark.—Board of Trade, T. P. Fulton, secy.
 Port Arthur, Tex.—Chamber of Commerce, Tom W. Hugen, secy.
 Drexel, Mo.—Interstate Bank, C. C. Cable, cash.
 Poteau, I. T.—Poteau Improvement Co., Ed McKenna, prest.
 Mansfield, La.—Bank of DeSoto, J. R. Brown, cash.
 Sallsaw, I. T.—Bank of Sallsaw.
 Westville, I. T.—Westville Bank, R. T. Darter, cash.
 Shreveport, La.—Board of Trade, Hy. Hawkins, secy.
 Noel, Mo.—Marshall-Tatum Bank.

Health and Pleasure Resorts.

Write to S. G. Warner, General Passenger Agent, for K. C. S. Health and Pleasure Resort book, or address any of the agents of the K. C. S. Ry. at the following named stations:

Neosho, Mo.—Spring City Hotel, Central Hotel, Southern Hotel.
 Noel, Mo.—City Hotel.
 Siloam Springs, Ark.—Board of Trade, John Ewing House, Cottage Hotel.
 Sulphur Springs, Ark.—C. H. Hilber.
 Waldron, Ark.—Continental Hotel, Thompson House, Smith House.
 Mena, Ark.—Business Men's Club, Hotel Mena, National Hotel, Metropolitan Hotel.
 Baker Springs, Ark.—Baker Springs Hotel, Wickes Station, Ark.
 Bogg Springs, Ark., Ascetis P. O.—Bogg Springs Hotel.
 Grannis, Ark.—Grannis Hotel, Jackson House.
 Port Arthur, Tex.—Geo. M. Graig, Hotel Sabine, Lake View Hotel.
 Beaumont, Tex.—The Oaks Hotel.
 Lake Charles, La.—Board of Trade.
 Orange, Tex.—Board of Trade, New Holland Hotel.
 Small Game, Quail, Rabbits, Squirrels, etc., Merwin, Amoret, Hume, Stotesbury, Okaloosa, Asbury, Neosho, Goodman, Langgan, all in Missouri.

Wild Turkey, Quail, Prairie Chickens, Rabbits, Squirrels, etc., Sulphur Springs, Siloam Spring, Ark., Stilwell, Redlands Poteau, I. T.

Deer, Bear, Turkeys, Raccoon, Opossum and Smaller Game, Rich Mountain, Mena, De Queen, Hatfield, Grannis, Horatio, Ravanna and Janssen, Ark., Texarkana, Tex., Mooringsport, Shreveport, Mansfield, Many and Leesville, La., and Beaumont, Tex.

Ducks and Waterfowl in Season, Poteau, I. T., Mooringsport, Shreveport, Mansfield, Leesville and Lake Charles, La., and Beaumont and Port Arthur, Texas.

Black Bass, Trout, Croppie, Perch, Catfish, Amoret, Asbury, Neosho and Noel, Mo., Siloam Springs, Ark., Westville, Stilwell, Redland, Poteau, I. T., Mena, De Queen, Rich Mountain, Ravanna, Janssen, Ark., Texarkana, Texas, Mooringsport, Shreveport, Mansfield, Leesville, Many, Lake Charles, La., Beaumont, Tex.

Tarpon, Sea Trout, and Salt Water Game Fish, Port Arthur, Texas.

ADVERTISEMENTS.

Kansas City Southern Railway Co.

STUART R. KNOTT.....President.	S. G. WARNER, ..General Pass. and Tkt. Agent.
B. F. DICKSON.....General Superintendent.	W. COUGHLIN, Supt. (N. Div.) Pittsburg, Kans.
E. E. SMYTHE.....General Freight Agent.	T. E. JARRETT, Supt. (S. Div.) Texarkana, Tex.

GENERAL OFFICES, KANSAS CITY, MO.

Texarkana & Fort Smith Ry. Co.

STUART R. KNOTT.....President.	C. E. PERKINS.....General Freight Agent
W. L. ESTES.....First Vice President.	C. E. SWINDELL.....Gen. Pass. & Ticket Agent
T. E. JARRETT.....Superintendent.	

GENERAL OFFICES, TEXARKANA, TEX.

Traffic Representatives of the Port Arthur Route.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

BEAUMONT, TEX.

J. C. MOW, (K. C. S. R'y).....Commercial Agent
R. A. MORRIS, (T. & Ft. S. R'y) City Ticket Agt.

CHICAGO, ILL., Marquette Building.

J. I. HAZZARD, (K. C. S. R'y).....General Agent

DALLAS, TEX.

A. CATUNA, (K. C. S. R'y).....General Agent

FORT SMITH, ARK.

H. N. HALL, (K. C. S. R'y).....General Agent
W. H. MAPES, (K. C. S. R'y).....City Passenger and Ticket Agent

HOUSTON, TEX., 216 Main Street.

H. C. ARCHER, (K. C. S. R'y).....General Agent

JOPLIN, MO.

S. W. NUNN, (K. C. S. R'y).....General Agent

S. O. LUCAS, (K. C. S. R'y).....Ticket Agent

KANSAS CITY, MO., 9 & Walnut Sts.

J. C. BROWN, (K. C. S. R'y).....City Passenger and Ticket Agent

E. C. FOX, (K. C. S. R'y).....Depot Ticket Agent,
2nd and Wyandotte Streets.

LAKE CHARLES, LA.

E. E. GIBSON, (K. C. S. R'y).....Ticket Agent

NEW ORLEANS, LA., 710 Com. St.

E. E. ELMORE, (K. C. S. R'y).....General Agent

ST. LOUIS, MO., 503 Houser Bldg.

C. H. IVERS, (K. C. S. R'y).....General Agent

SHREVEPORT, LA.

R. R. MITCHELL, (K. C. S. R'y) General Agent

A. B. AVERY.....Union Station Ticket Agent

TEXARKANA, TEX.

S. G. HOPKINS, (T. & Ft. S. R'y) City Pass. and Ticket Agent

H. D. DUTTON.....Traveling Passenger Agent

J. H. MORRIS.....Traveling Passenger Agent

F. E. ROESLER.....Traveling Passenger and Immigration Agent

KANSAS CITY, MISSOURI.

**Land Agents Promoting Immigration to Lands on
the Line of the Kansas City Southern Ry.**

S. A. Akins, Merwin, Mo.
W. R. Banks, Lamar, Mo.
A. T. Bassarear, Reinbeck, Iowa.
J. U. Bruner, Kansas City, Mo.
John Buchanan, Montour, Iowa.
C. E. Buell, Kansas City, Mo.
L. M. Campbell, Peoria, Ills.
C. R. Craig, Texarkana, Tex.
J. H. Crawford, Kansas City, Mo.
W. M. Crawford, Kansas City, Mo.
B. T. Crenshaw, Marengo, Iowa.
G. T. Davidson, Cherryvale, Kans.
C. H. Davis, Secor, Ills.
F. Ferguson, Parkersburg, Iowa.
J. V. Fleming, Neosho, Mo.
J. M. Gore, Quincy, Ills.
V. D. Gordon, Atlanta, Mo.
Otto Greef, Pittsburg, Kans.
E. L. Gulick, Denison, Ia.
Frank Haas, Richards, Kans.
E. O. Haight, Kansas City, Mo.
R. A. Hogaboom, Creston, Ia.
Geo. W. Hough, Hubbard, Ia.
T. W. Hughes, Port Arthur, Tex.
C. H. Hutchins, Amoret, Mo.
G. W. King, Mantour, Iowa.
J. P. Landes, Port Arthur, Tex.
W. H. Mendenhall, Merwin, Mo.

L. B. Messler, Gilham, Ark.
C. C. Mitchell, Meadville, Mo.
Walter J. Miller, Lamar, Mo.
Eugene Parrish, Nevada, Mo.
L. B. Payne, Gravity, Iowa.
Wm. Peebles, Nelson, Kans.
S. F. Perry, Glendale, Tex.
G. W. Pinkerton, Queen City, Mo.
L. O. Porter, Clarksville, Iowa.
W. H. Purdy, Belmond, Ia.
J. L. Rankin, Tarkio, Mo.
H. C. Smith, Shenandoah, Iowa.
J. F. Snoko, Monroe, La.
P. E. Taylor, Wisner, Neb.
W. B. Tyler, Bloomington, Ills.
J. E. Tomlinson, Centerville, South Dakota.
F. W. Tomlinson, Williams, Iowa.
H. Thompson, Iola, Kans.
Jno. L. Trice, Cameron, Mo.
E. E. Truex, Maysville, Mo.
J. H. Vanderlinden, Pella, Iowa.
W. A. Ward, Beaumont, Tex.
C. W. Wilder, Richards, Mo.
E. L. Williams, Gilham, Ark.
A. F. Wilson, Stotesbury, Mo.
J. E. Wright, Chariton, Iowa.
F. M. Yost, Fort Scott, Kans.

ADVERTISEMENTS.

W. R. PICKERING, President.
WILL A. PICKERING, Vice-Pres. and Gen'l Mgr.
T. M. BARHAM, Secretary.

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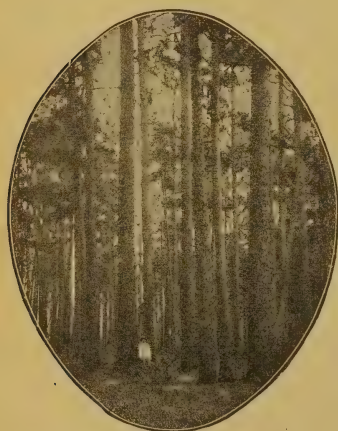
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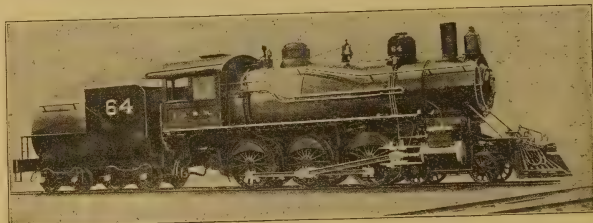
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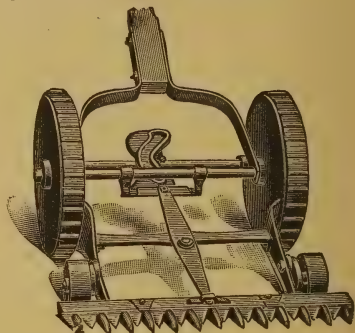
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